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# The China Mail

ESTABLISHED 1845

No. 27,192

HONG KONG, THURSDAY, MAY 30, 1929. PRICE \$3.00 Per Month.

## EVE OF THE POLL

OPTIMISM REIGNS AMONG LEADERS

## LAST-MOMENT APPEALS

Conclusion Of A Unique Campaign

## THE SEERS AT SEA

On the eve of polling day in the General Election the leaders of the three Great Parties have delivered their final appeal to the country, each more optimistic than the other of success in a campaign, the result of which is problematical owing to the franchise of the "flappers."

The first result is expected from Bury at 10 p.m. (Greenwich time) to-day, and returns will continue till four a.m. to-morrow. The remaining 400 results will begin to be declared to-morrow afternoon.

The University declarations will be made on June 3 and 4; but the Scottish University result is not expected until June 10.

## WHO WILL WIN?

London, Yesterday.—Mr. Baldwin, in a flying tour of Lancashire, and speaking at Preston said:

"We prefer deeds to words. I am no orator and have never given any promises and never tried to raise the cheers of the crowd. But I have tried to do something—in the last four or five years and I am determined to go on. Whatever the verdict I shall accept it cheerfully."

Mr. Lloyd George and Mr. Ramsay MacDonald spent the day in their constituencies.

Mr. Baldwin in his "eve of the poll message" says that rash Socialist experiments or a state of political uncertainty would be disastrous to the present trade revival and would retard the improvement of the social conditions of the people.

"The Conservative and Unionist Party alone is in a position to guarantee a period of stability and ordered progress. I ask the electors to give our Party a clear majority so as to enable us to persevere in the task of building up the health and industry of the nation on permanent foundations."

Premier Makes a Promise

Mr. Baldwin's speech was broadcast to the country. It dwelt on the Government's achievements. He asked for an opportunity to complete the Conservative's constructive programme.

"I can promise you a resolute and determined will to make the common lot happier and better, to try to win peace, prosperity, stability and security in your work and in your home. I have shown my confidence in the women of this country and I ask them to show confidence in me. You trusted me before. I ask you to trust me again."

Lloyd George's Prediction

Mr. Lloyd George in his speech at Carnarvon predicted:

"The Government is going to have the most tremendous smash of any Government this country ever had."

"Whatever complexion the next Parliament will be there will be enough Liberals in it to force the Liberal unemployment programme through."

Labourites "Stand or Fall"

Mr. J. H. Thomas, in a speech at Derby, said the Labour Party would be ready to accept the responsibility of Government.

"We will neither bargain nor barter, but will stand or fall by the merits of our proposals."—Reuter.

Last Moment Hopes

Mr. Lloyd George told his constituents that the Government was doomed and declared that the Liberal Party could and would conquer unemployment.

Labour headquarters say:

"The returns from all parts of the country indicate that the industrial districts will give the Labour Party majorities. What is more surprising is that the rural constituencies are giving us a lead this time. Even in Devon and Cornwall, where other parties have previously had matters to themselves, candidates and agents are full of expectancy. In London, we shall capture enough seats to create a record for the Labour Party. We do not only hope to win back those lost at the last General Election

but constituencies in the west of London are showing signs of support. We believe that some will be won. We expect to have in the new Parliament a majority over the Conservatives and Liberals. A Labour Government will certainly succeed the Baldwin Administration."—British Wireless Service.

A Gala Occasion

London, Yesterday.—London will make a gala occasion of Election Night. The best-known West-End hotels have arranged for festivities until a late hour, and results will be screened for the information of dancers and others.

The Savoy Hotel is also erecting a model "Big Ben," thirty feet high, upon which the state of the parties will be shown by means of illuminated heads of Mr. Baldwin, Mr. MacDonald and Mr. Lloyd George, which will climb St. Stephen's tower in accordance with the progress of their causes. Huge thermometers will be similarly employed at the Hotel Victoria.

The results of Friday's counts will be available to cocktail sippers in restaurant foyers; and some of the big West-End stores are holding parties and fashion parades on Thursday night, while awaiting the results.

A huge announcement screen has been erected in front of one Oxford Street shop, and is certain to attract many thousands of watchers. Special arrangements have been installed at the Stock Exchange to acquaint members of the results on Friday.

Final Words

London, Yesterday.—On the eve of the poll the final messages of leaders were:—

Mr. Ramsay MacDonald:

"All signs point to a verdict of emphatic endorsement of the Government for its sins of omission and commission. Public confidence has been so rudely shaken by the Government's mis-handling of foreign affairs that large numbers are going to vote Labour, because they feel that a change is essential, and Britain should give the lead in arbitration and conciliation."

"Both other parties have proved incapable of dealing adequately with social evils, and Labour alone can bring the country through its present difficulties, and establish good conditions for workers of every class."

Mr. Lloyd George says:

"The nation is weary of Tory recklessness and afraid of Socialist extravagance. A better alternative is to elect a Liberal Government, which will grapple energetically and practically with national problems, and build a temple of peace, also a sure foundation of disarmament and arbitration treaties."

—Reuter.

What The Exchange "Quotes"

On the Stock Exchange there have been, for the last two months, dealings in "election forecasts." These have throughout anticipated a considerable reduction in the number of Conservative seats.

To-day's Stock Exchange quotations are:—

Conservatives ..... 259  
Labourites ..... 246  
Liberals ..... 98  
Independents ..... 7

—British Wireless Service.

Last Election Figures

At the General Election in 1924, the state of the Parties was:—

Conservatives ..... 418  
Labourites ..... 150

Liberals ..... 40

Irish Nationalist ..... 1

Independents ..... 4

—British Wireless Service.

## NEW ALLIES AGAINST CHIANG?

## YEN TO JOIN FENG COUNTERING MANCHURIA AND NANKING

### CONFERENCE IN SHANSI

Shanghai, To-day.

According to competent observers, General Feng Yu-hsiang's telegram to General Yen Hsi-shan and the latter's reply to him, which were given out for publication by the Nanking authorities, indicate that Yen Hsi-shan really wished Feng Yu-hsiang to proceed to Shansi in order to confer on a proposed military alliance. Yen Hsi-shan, it is reported, suggested to Feng Yu-hsiang to hold a meeting at Yencheng, a city in South-West Shansi.

Mind Made Up

The official report circulated by the Nanking publicity bureau, stating that Yen Hsi-shan is intending to join Feng Yu-hsiang to travel abroad, is deemed to be unfounded. And why Yen Hsi-shan suddenly made up his mind to side with Feng Yu-hsiang has yet to be explained.

Since Chiang Kai-shek had differences with Feng Yu-hsiang, the former never had much confidence in Yen Hsi-shan. The fact that a pro-Chiang force from Manchuria recently marched within the Great Wall, has some bearing on a rumour that Chiang Kai-shek has secretly encouraged Chang Hsueh-liang, head of the Manchurian Government, to extend his control over the north of Chihli province, in order to check Yen Hsi-shan's expanding influence in North China.—Nan Chung Kuo News Service.

Nanking's Approval

Nanking, Yesterday.—The Nationalist Party propaganda department approves the (reported) decision of General Feng Yu-hsiang to retire from political and military services in China and to go abroad. It is also intimated that unless Feng Yu-hsiang retires early, General Yen Hsi-shan (of Shansi) and General Chang Hsueh-liang of Manchuria will join Marshal Chiang Kai-shek against him.—Nan Chung Kuo News Service.

Han Denies Treachery

Shanghai, Yesterday.—According to the Shanghai correspondent of the South China News, General Han Fu-chu, one of the military lieutenants of General Feng Yu-hsiang, has cabled to one of his friends in Shanghai denying the report of the Kuomintang publicity service that he is to transfer his allegiance to Marshal Chiang Kai-shek.—Nan Chung Kuo News Service.

The Trip Abroad

Shanghai, Yesterday.—A Kuo Min message from Peking says it is "reported that Feng Yu-hsiang has decided to retire from politics and to go abroad with Yen Hsi-shan. Feng Yu-hsiang is now drafting a circular telegram announcing his retirement."

The message adds that Feng Yu-hsiang and Yen Hsi-shan will meet shortly at Yencheng in South Shansi, whence they will start together on a trip around the world.—Reuter.

Manchuria Intervenes

Peking, Yesterday.—Generals Chang Hsueh-liang and Wan Fu-lin, the heads of the Three Eastern Provinces, after a conference at Mukden, have sent out a circular telegram denouncing Feng Yu-hsiang. The telegram draws attention to the unification which has just been completed and points out that reconstruction is proceeding apace since the successful Disbandment Conference.

The message adds that Feng Yu-hsiang and Yen Hsi-shan will meet shortly at Yencheng in South Shansi, whence they will start together on a trip around the world.—Reuter.

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**NOTICES.**

**PUBLIC NOTICE.  
PLAYING FIELDS COMMITTEE.**

IT IS HEREBY NOTIFIED that THE PLAYING FIELDS COMMITTEE is desirous of obtaining the views of as many interested persons and associations as possible, and those who have any suggestions or representations to make regarding the present and future provision of playing fields in the Colony are invited to forward them early to Mr. T. Megarry, Secretary to the Committee, at the Colonial Secretariat.

Any one wishing to support his written representations by oral evidence before the Committee is requested to inform the Secretary accordingly.

Hong Kong, 22nd May, 1929.



**NOTICE.**

**NOTICES.  
HONG KONG JOCKEY CLUB.  
SUBSCRIPTION GRIFFINS.**

MEMBERS are requested to send in their applications for the above before FRIDAY, 31st May, as it is proposed to close the list of subscribers on that date.

By Order,  
C. B. BROWN,  
Secretary.

Hong Kong, 23rd May, 1929.

**NOTICE.**

AS FROM 22nd May, 1929, Mr. A. E. D. SHANK has been appointed Managing Director of the Kowloon Tong and New Territories Development Co., Ltd.

By Order of the Board.  
Hong Kong, 25th May, 1929.

**HERIOTONIANS.**

**HERIOTONIANS** — To enable JUNE DAY to be celebrated in the traditional way it has been decided to hold a dinner at the Hong Kong Hotel Roof Garden on Monday, June 3, at 8 p.m.

All HERIOTONIANS are requested to communicate with A. N. Braude, c/o H.K. Telephone Co., C. 606, or K. 388.

**PEAK TRANWAYS COMPANY LIMITED.**

**NOTICE IS HEREBY GIVEN** that the ANNUAL ORDINARY GENERAL MEETING of Shareholders of the above Company will be held at the Hong Kong Hotel, Hong Kong, on FRIDAY, June 7, 1929, at 11 a.m. for the purpose of receiving the report of the Directors together with a Statement of Accounts for the year ended April 30, 1929.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, June 1, to FRIDAY, June 7, 1929, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers.

Hong Kong, May 28, 1929.

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

**THE FORTY-EIGHTH ORDINARY GENERAL MEETING** of the Company will be held at the Offices of the General Managers, Messrs. Jardine, Matheson & Co., Ltd., Pedder Street, Hong Kong, on WEDNESDAY, the 19th June, 1929, at Noon for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th June to 3rd July, 1929, both days inclusive.

By Order of the Board.

JARDINE, MATHESON & CO., LTD., General Managers.

Hong Kong, 24th May, 1929.

**SHELL EXPLOSION**

**TO-DAY'S RADIO**

BROADCAST BY  
Z.B.W.

ON 350 METRES

The following programme will be broadcast to-day from the Government Broadcast Station Z.B.W. on 350 metres.

5.30-6.30 p.m.—Programme of Chinese music. (Records supplied through the courtesy of the Sincere Co., Ltd.).

7.45 p.m.—Evening weather report.

8 p.m.—Evening programme, (Columbia records supplied through the courtesy of Anderson Music Co.).

"Lady Mary," Vocal Gems, Columbia Light Opera Company.

"Caprice Viennols" (Kreisler), "Gipsy Airs" (Sarasate), Violin Solo, Toscha Seidel.

"On The Water,"

"The Erl King," Tenor, Frank Titterton.

"Classica" (Ewing), Selection, J. H. Squire Celeste Octet.

"Reverie" (Dunkler)—Op. 20,

"Andantino" (Song Of The Soul),

"Cello Solo, W. H. Squire.

"The Gondoliers" (Gilbert & Sullivan), Vocal Gems,

Columbia Light Opera Company.

"The Nightingale,"

"The Emigrant," Soprano,

Dora Labette,

"Thais—Meditation" (Massenet),

"Elegeie" (Massenet), Violin Solo,

Albert Sammons,

"William Tell Overture" (Rossini), Sir Henry J. Wood Conducting the New Queen's Hall Orchestra.

1—Dawn.

2—The Storm.

3—The Calm.

4—Finale.

"Gipsy Dan,"

"Leanin,'" Baritone,

Raymond Newell,

"The Merchant Of Venice" (Rosse), Organ Solo,

Quentin M. MacLean,

"Come Into The Garden Maud,"

"My Sweetheart When A Boy,"

Tenor, William Heseltine.

"Boris Godouney" (Mousorgsky), A. Cambon, H. Dallerand & Chorus.

"Lilac Time" (Ross & Schubert), Vocal Gems,

Columbia Light Opera Company.

"Stay Out Of The South,"

"A Hundred Years From Now,"

The Trix Sisters.

"Andante Religioso" (Thorne),

"Melodie" (Glock-Squire),

Cello Solo, W. H. Squire.

"O Hush Thee, My Baby" (Sullivan),

O Salisbury Singers.

"Tannhauser" (Wagner), Overture, Willem Mengelberg Conducting the Concertgebouw Orchestra in the Concert Hall, Amsterdam.

10.30 p.m.—Close down.

**PRIEST AND STUDENT KILLED AT VERDUN**

Verdun—Twelve students, headed by two priests, following the post-War Easter practice of searching the Verdun battlefields for the remains of fallen soldiers with a view to placing them in the Douaumont Ossuary, lit a fire in an old shell hole and sat around it singing hymns before retiring.

A shell buried in the ground exploded and a priest and a student were killed and two students were gravely injured. Others were slightly wounded.

Lord Revelstoke—In addition to the general gloom overhanging the tangled German war debt reparations negotiations, the sudden death of Lord Revelstoke, financial giant of Great Britain, caused a temporary adjournment. It is thought that he broke down under the great strain of the tense situation.

**FRAUD ON WOMAN**

**BORN HERE**

**SUDDEN DEATH OF  
P. H. SMITH**

LONG SERVICE WITH CUSTOMS

The China Press (Shanghai) of May 20 states:

We regret to record the death, which took place suddenly yesterday, of Mr. Peter Hieronymus Smith, Chief Appraiser and Inspector of Examiners, Chinese Maritime Customs, at Tientsin.

Whilst proceeding down Victoria Road on his duties about noon on May 14, Mr. Smith suddenly collapsed in his ricksha. Dr. Grice was immediately summoned, and he was taken to the Victoria Hospital where he died about 5 p.m.

Born at Hong Kong on July 14, 1879. Mr. Smith spent a large part of his long official life in the Korean Customs, rejoining the Chinese Maritime Customs in April, 1908. He had been in Tientsin for the past eighteen months and had previously served in Antung and Shanghai. He was a very popular member of the service and his sudden death removes from our midst one whose unfailing kindness and patience marked him out as a friend and counsellor of all. He was a prominent member of the Customs Club of which he was, in fact, treasurer at the time of his death, and he always showed great keenness in helping forward social functions and sports. Mr. Smith's decorations included the Order of the Pa Kua, 6th and 5th Class (Korea) and the Order of the Chia Ho, 6th and 5th Class.

The deceased gentleman leaves a widow, a daughter, Mildred, aged 14, and a son, Gordon, aged 10, in Tientsin, as well as a sister, Mrs. Charles Mutton, in Hong Kong, and with these deep sympathy will be felt by a wide circle of friends.

**LADIES' and  
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S.S. "ROSNANDA" ..... Sails on or about 1st July.  
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S.S. "Fiume" ..... Sails on or about 18th June.  
S.S. "VENEZIA" ..... Sails on or about 25th June.

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TENYO MARU ..... Wednesday, 12th June.  
SHINYO MARU ..... Wednesday, 10th July.

SEATTLE, VICTORIA via Shanghai & Japan Ports.  
SHIZUOKA MARU ..... Monday, 17th June.

YOKOHAMA MARU ..... Monday, 1st July.

LONDON, MARSELLES, ANTWERP, ROTTERDAM via  
Singapore, Penang, Colombo, Suez.

KATORI MARU (Calls Lisbon) ..... Saturday, 1st June.

ATSUTA MARU ..... Saturday, 15th June.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ..... Wednesday, 26th June.

AKI MARU ..... Wednesday, 24th July.

COMBAY via Singapore, Penang, & Colombo.

SADO MARU ..... Tuesday, 11th June.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,  
Mexico & Panama.

GINYO MARU ..... Thursday, 30th May.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

WAKASA MARU ..... Friday, 7th June.

NEW YORK via PANAMA.

ASUKA MARU ..... Friday, 31st May.

LIVERPOOL via Port Said, Geneva, Marseilles.

DAKAR MARU ..... Monday, 10th June.

CALCUTTA via Singapore, Penang & Rangoon.

AKITA MARU ..... Friday, 31st May.

SHANGHAI, KOBE & YOKOHAMA.

RANGOON MARU (Moji direct) Thursday, 6th June.

SUWA MARU ..... Monday, 10th June.

TSUSHIMA MARU ..... Friday, 14th June.

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## O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore  
Colombia, Suez and Port Said.

ANDES MARU ..... Sunday, 9th June.

BIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore,  
Colombia, Durban & Cape Town.

MANILA MARU ..... Thursday, 27th June.

BOMBAY—via Singapore & Colombo.

SHINNOKE MARU (Calls at Kara chi) Monday, 3rd June.

SUMATRA MARU ..... Wednesday, 19th June.

DURBAN, LUDOVIC MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR  
& MOMBASA—via Singapore & Colombo.

CHICAGO MARU ..... Friday, 31st May.

CALCUTTA—via Singapore, Penang & Rangoon.

INDUS MARU ..... Sunday, 2nd June.

CELEBES MARU ..... Tuesday, 18th June.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Japan Ports from  
Shanghai.

ALABAMA MARU ..... Monday, 10th June.

ARABIA MARU ..... Tuesday, 18th June.

MELBOURNE—via Manila, Brisbane & Sydney.

MADRAS MARU ..... Thursday, 6th June.

HAIPHONG—via Hoihoi & Pakchot.

MENADO MARU ..... Thursday, 6th June 10 a.m.

NEW YORK—via Japan ports, San Francisco & Panama.

JAPAN PORTS—ATLAS MARU ..... Sunday, 8th June.

SOURABAYA MARU ..... Sunday, 8th June.

WEELUNG-VIA SWATOW & AMOY ..... Sunday, 2nd June 3 p.m.

HOZAN MARU ..... Sunday, 2nd June.

TAKAO-VIA SWATOW & AMOY ..... Thursday, 20th June Noon.

DELI MARU ..... Sunday, 9th June.

TAKAO & KEEJUNG—SOURABAYA MARU ..... Sunday, 9th June.

For further particulars please apply to—OSAKA SHOSEN KAISHA.

Tel. Central No. 4058, 4059, 4060. M. TAKEUCHI Manager.

## SHIPPING SECTION.



## PAUL LECAT"

THE END OF A WELL-KNOWN VESSEL

The famous Messageries Maritimes liner "Paul Lecat" one of the best-known steamships on the Eastern trade, has been condemned as not worth repair, and has been sold by the Services Contractuels as she was burned out at Marseilles.

She was the first ship of the new Messageries Maritimes programme, and caused a great sensation when she was built in their own yard at La Ciotat in 1911, for her gross tonnage of 12,550 was nearly double that of any other ship of their fleet, and she substituted, but very popular, Eastern service of the company. She was a steel twin-screw steamer, with quadruple-expansion engines driving her at a speed of fifteen knots, and had passenger accommodation which was far in advance of any of her predecessors. Also, she was a very fine-looking ship with her slightly curved stem and two big funnels. She was designed for the Japanese service, but was well known on the Indian run as well, and had made a great reputation for herself when war broke out. She was immediately armed and commissioned, but employed as a heavily armed transport rather than a cruiser, although she had been originally designed with cruiser duties in view, had been receiving a heavy annual subsidy for that purpose and had a battery of quick-fires reserved for her at home and in the East.

She did excellent work carrying French troops to the Dardanelles Expedition and from Africa to France, in addition to a certain amount of patrolling. After the Armistice there was so much arrears of business to be worked off by her owners that she was put on to the Far Eastern service immediately, and it was not until the beginning of 1922 that she went to her old yard at La Ciotat to be thoroughly overhauled and recommissioned as a first-class passenger ship.

DUCHESS OF ATHOLL

## C.P.R. OFFICIAL'S FRANK STATEMENT

Southampton.—A frank statement with regard to the death of four passengers on the liner "Duchess of Atholl" was given to a Press Association reporter by Sir George McLaren Brown, the European general manager of the Canadian Pacific Railway.

"Sir George sailed to Cherbourg on the White Star liner "Homeric" to meet his wife, who was to arrive in England on the "Empress of Australia."

"I want to be quite frank about this," he said, "and I want the public to know as many facts as I myself know. There is nothing mysterious about the outbreak on the "Duchess of Atholl," judging from the cables I have received from the ship and my agents."

"It appears that during the cruise a certain number of passengers made a side trip or private trip ashore. I understand it was to the Victoria Falls and the National Park in Transvaal and to other beauty spots in East Africa. There they appeared to have contracted an illness, probably from some swamp fly. The illness did not develop until the ship was at sea again, and ten people fell victims, four of whom died."

"At the first port of call a bacteriological expert was called in, and after an examination was made the doctors were satisfied that there was no infection.

"I have given instructions for Captain Latta, of the "Duchess of Atholl," to make a clear statement to the Press, so that the public shall be thoroughly informed. There is no mystery whatever."

## RECENT LAUNCH

## DE SCHELDE ROYLE SHIP-BUILDING COMPANY

Poelau Bras.—On April 13 "Bras" a passenger motorship for the Nederlands Stoomvaart Compagnie was launched for the Nederland Stoomvaart Compagnie by De Schelde Royal Shipbuilding Co., Flushing.

Built to plans and under special supervision of the owners' technical staff to the highest class of Lloyd's Register, and requirements of the Netherlands Shipping Act, with Orcon patent rudder, the "Poelau Bras" is of 515ft. 8in. overall length, 490ft. 6in. length between perpendiculars, 61ft. breadth, and 38ft. 8in. depth, with a deadweight capacity of about 10,800 tons on summer freightage.

The upper "twendeck" is arranged for the carriage of pilgrims, in addition to two spaces for special cargo, mail-room and explosives-room. Accommodation for 25 first-class passengers is provided.

The ship is propelled by a two-stroke single Sulzer diesel engine, developing 7,040 shaft h.p. at 100 revolutions per minute, with either cylinders of 820 m.m. diameter, and 1,440 m.m. stroke.

The vacated berth the keel has been laid for the twin-screw passenger motor liner "Dempo," of 55ft. 6in. length, 70ft. breadth and 44ft. depth, for the Rotterdam Lloyd.

## WARSHIPS HERE

The following are the warships in harbour:

Bahia-Lib and H.M.S. "Tamar," Wall Dock—H.M.S. "Thracian," and "Sopay" In Dock—H.M.S. "Bruce," "Somme" and "Sirdar," No. 6 Buoy—H.M.S. "Cornwall," Foreign Men-of-War

N.R. "Guam," French Sloop "Bellatine," Chinese Gunboats "Kwang Yuen" and "Chu Tai."

For further particulars please apply to—OSAKA SHOSEN KAISHA.

Tel. Central No. 4058, 4059, 4060. M. TAKEUCHI Manager.

## SIGHTSEERS KEEN

TO SEE "A WONDER OF THE WORLD"

2,000-YEAR OLD SHIPS

A steady stream of motor-cars moves out of Rome every day bearing crowds of sightseers anxious to be among the first to set eyes upon an interval of almost twenty centuries, on what in Caligula's days were considered to be among the seven wonders of the world.

These are the Emperor's famous pleasure ships that once floated proudly on "Diana's Mirror," or the Lake of Nemi, from which water is now being pumped to recover the vessels.

One goes by car as far as Genzano, perched high up on the rim enclosing the lake, which occupies the crater of a volcano long since extinct.

From Genzano one proceeds to the edge of the lake down a precipitous country lane.

Near the lower end of the lane is a concrete platform which was originally built on the level of the water, but which now, owing to the drop in the water level, is some twenty feet above it. On the platform are four powerful electrically driven pumps which every day draw an untold number of millions of cubic feet of water out of the lake, lowering it by about two inches.

At a little distance from the water marks the spot where the first visible portions of Caligula's ships may be seen.

Outline of Vessel

Through the clear water the faint outline of a ship may be seen. It lies at a sharp angle, its poop, which points inland, being many feet above the prow, which is towards the centre of the lake.

It is inclined on its left side.

More of it would be visible but for the slime, sand, weeds and stones which cover it.

Another ship lies at a much greater depth, and though this vessel is not visible its position has been accurately located. It will also be left high and dry in the course of the next few months.

This is the first time, in fact, that an effort has been made to refloat the ships of Caligula. Attempts have been made in all ages. Some have been extremely crude, such as the hooks and nets used by local fishermen till they were stopped by the Government. In other cases men used diving suits. All the attempts had the same result—they damaged the ships without retrieving anything of great value.

Now that by Signor Mussolini's command in the only way that can produce results—namely, by emptying the lake and leaving the ships high and dry, the mystery is about to be dispelled. A few months more and human beings will again tread the planks that once felt the weight of Caligula's sandalled feet.

## Nine Points

1. There is evidence that the export of coal is again forging ahead.

We are regaining the South American markets from the U.S.A., and are progressing definitely in India.

Australasia is showing a demand for our coal,

whilst there are signs that the European markets have done their worst,

and we are steadily picking up some,

at least of that which we lost through post-war and legislative conditions.

2. The steadily increasing population of the world and its need of cereals and goods is asserting its influence, due to the more easy international financial conditions.

3. The past year has witnessed a remarkable recovering in financial stability of both France and Germany, the effect of which is being felt.

# P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).  
MAIL AND PASSENGER STEAMERS.

## TAKING CARGO FOR

Straits, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,  
WEST INDES, MAURITIUS, EAST AND SOUTH AFRICA.  
AUSTRALASIA, INCLUDING NEW ZEALAND AND  
QUEENSLAND PORTS, AND RED SEA, EGYPT,  
CONSTANTINOPLE, GREECE, LEVANTINE  
PORTS, EUROPE, &c.

## PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (Under Contract with H.M. Government)

S. S.	Tons	From Hong Kong About	Destination
LAHORE	5,252	1st June	Marseilles, London, Antwerp, Rotterdam & Hamburg.
DELTA	8,097	8th June	Marseilles, London & Hull.
JEFPORE	5,318	15th June	Marseilles, London, Antwerp, Rotterdam & Hamburg.
RAJPUTANA	16,568	22nd June	Bombay, Marseilles & London.
PERIM	7,635	29th June	Marseilles, London, Antwerp & R'dam
KASHGAR	9,005	6th July	Hamburg.
MIRZAPORE	6,715	9th July	Marseilles, London & Hull.
Cargo only.			

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

TALMA	10,000	12th June	Singapore, Penang & Calcutta.
SANTHIA	7,754	4th July	Singapore, Penang & Calcutta.
TILAWA	10,000	13th July	Singapore, Penang & Calcutta.
TALAMBA	8,013	20th July	Singapore, Penang & Calcutta.
TAKADA	6,940	27th July	Singapore, Penang & Calcutta.
TAKLIMA	7,735	8th Aug.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

## EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	6,956	31st May	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	5th July	Hong Kong, 24th May, 1929.
AFARUA	6,000	2nd Aug.	
TANDA	6,956	30th Aug.	
ST. ALBANS	4,500	4th Oct.	

\* Calls Ilalo & carries Orchestra.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Hooi, Cebu, Koloeng, Tawau, Timor, Darwin, or other ports en route as indicated.

Freight connections from Australia with the following:

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI & JAPAN.

ST. ALBANS	4,500	4th June	Moji, Kobe, Osaka & Yokohama.
KASHGAR	9,005	7th June	Shanghai, Moji, Kobe & Yokohama.
SANTHIA	7,754	9th June	Anony, Moji, Kobe & Osaka.
"TILSWINGTON"	—	10th June	Shanghai, Moji, Kobe & Yokohama.
COURT	—	10th June	Shanghai, Moji, Kobe & Kobe.
MIRZAPORE	6,715	10th June	Shanghai, Moji, Kobe & Yokohama.
ALIPORE	5,273	19th June	Shanghai, Moji, Kobe & Kobe.
KHIVA	9,135	21st June	Shanghai, Moji & Yokohama.
TILAWA	10,000	23rd June	Anony, Moji, Kobe & Osaka.
TAKADA	6,049	1st July	Anony, Moji, Kobe & Osaka.
KHYBER	9,114	5th July	Anony, Moji, Kobe & Yokohama.
KIDDERPORE	5,334	6th July	Shanghai, Moji, Kobe & Kobe.
TALAMBA	8,013	6th July	Anony, Moji, Kobe & Osaka.
AFARUA	6,000	9th July	Moji, Kobe, Osaka & Yokohama.
MALWA	10,980	19th July	Shanghai, Moji, Kobe & Yokohama.
TAKLIMA	7,533	19th July	Anony, Moji, Kobe & Osaka.
TALMA	10,000	30th July	Anony, Moji, Kobe & Osaka.

\* Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than  $2\frac{1}{2}$  ft. x  $2\frac{1}{2}$  ft. x  $1\frac{1}{2}$  ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further Information, Passage, Freight, Handbooks, etc., apply to:

**MACKINNON, MACKENZIE & CO.**

P. & O. Building, Connaught Rd. C, Hong Kong. Agents.

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AND

## AMERICAN & MANCHURIAN LINE. (ELLMERMAN & BUCKNALL S.S. CO., LTD.)

### SAILINGS FROM HONG KONG.

S.S. "NELEUS"	Via Suez Canal	5th June.
S.S. "CITY OF MOBILE"	Via Suez Canal	15th June.
S.S. "MACHAO"	Via Suez Canal	3rd July.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For Freight and particulars apply to:

**BUTTERFIELD & SWIRE OR THE BANK LINE, LTD.**, Hong Kong.

**Hong Kong & Canton: JARDINE, MATHESON & CO., LTD.**, Canton.

## LINER AND TUGS

### FOUR BLASTS MISTAKEN FOR THREE

#### CROSSING AHEAD

Setting out to cross the Thames from north to south, the steamship "Jolly Iris," 448 tons gross, found the 10,000-ton Canadian Pacific liner "Marloch" on her port hand coming up the river on the north side, with four tugs in attendance. She said she gave a port signal to the "Marloch," which had passed them and the vessel held on.

In the Admiralty Court, both claims, by the "Jolly Iris" and counterclaim, came before Lord Merrivale, and Mr. J. Stephens, K.C., and Mr. H. G. S. Dumas argued the case for "Jolly Iris" (instructed by Messrs. Botterell, Roth and Temperley, Newcastle; London agents, Messrs. Butterell and Roache), and Mr. E. A. Digby, K.C., and Mr. Lewis Noad for the "Marloch" (instructed by Messrs. W. A. Crump and Son).

The "Jolly Iris" admitted fault, but said she was not more than half to blame, and fault was in the liner also, and on that issue the contest was waged. The "Jolly Iris" was leaving Lowe's Chemical Works for Jersey, and plied that the weather was foggy, at six o'clock on the night of January 30 last. She blamed the "Marloch" for not manoeuvring towards the north shore to pass behind her, but angling to the south shore instead. The "Marloch" replied that she saw the "Jolly Iris" on her starboard bows, at 500ft, and hailed her to keep clear, and the "Jolly Iris" failed to give notice on leaving Barking Creek, and wrongfully attempted to cross ahead.

## CONSIGNEES.

### NOTICE TO CONSIGNEES.

#### Steamship

From Trieste, Venice, Spalato, Brindisi, Suez, Port Said, Massaua, Karachi, Colombo, Penang & Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence or from the wharves delivery may be obtained.

Optional Cargo will be forwarded without notice to the contrary to be given before 24th instant.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before the 9th June or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

**BODWELL & CO., LTD.**, Agents.

Hong Kong, 24th May, 1929.

NOTICE TO CONSIGNEES.

#### THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO, ANTWERP, LONDON, STRAITS AND PHILIPPINES.

The Steamship,

"BENRINNES"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong and Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st June, 1929, will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 15th June, 1929, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst. at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

**GIBB, LIVINGSTON & CO., LTD.**, Agents.

Hong Kong, 25th May, 1929.

HONG KONG TIDE.

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of tidal observations, taken at the Kau-long tidal observatory under the direction of Dr. Deberck during the years 1857, 1858 and 1859.

The times and heights are given for Kau-long; but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small.

The time of high and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

The news of the passing of Mr. J. Havelock Wilson has been received with genuine regret by all classes of seafarers.

The executive officers of the Merchant Marine Service Association retain most pleasant recollections of their association with him in the liberations on the National Maritime Board, and share in the widespread grief his passing has occasioned. Expressions of sympathy were passed at the headquarters and various branch weekly meetings, and a wreath has been sent from the council and members of the Association.



**"EN PASSANT"****War and Pestilence in China**

[By C. L. C.]

To-day there are no fewer than sixty millions of Chinese who are facing death from starvation. Their only hope for succour must necessarily come from the outside world.

China—the land which gave birth to this mass of suffering humanity—is too deeply plunged in the throes of party warfare to give even a passing thought to the problem. Millions of dollars are being expended on smews of war, and for what purpose nobody seems to know. Yet the people of the famine area must persevere for themselves!

Surely a more anomalous state of affairs cannot be found in any other civilised country. But then queer things are done in Cathay!

**Nanking's Indifference**

The question therefore arises as to what the National Government has done for the relief of the famine districts and the sixty millions of people who are facing starvation and death as the result of drought, flood, locusts and disease. Practically nothing.

Nanking has so far shown an indifferent attitude and, instead of helping where help is most urgently needed it amuses itself in party warfare, thereby causing more hardship to the people.

Already we are beginning to hear that in certain districts aid will now arrive too late. The stricken people are now entering that stage of the famine where those who have been on the verge of starvation since the meagre harvest are finally succumbing in great numbers.

Kansu is doomed. Thousands are dying daily in the streets. Cannibalism is resorted to and children dare not venture out of doors for fear of being eaten. And yet what is Nanking doing to meet this terrible situation? The world has a right to know.

**Is Chiang Kai-shek a Patriot?**

Nanking has done and is still doing practically nothing to alleviate the sufferings of these people.

The leaders seem to have no time to go into the problem and the interest provided by the political fiasco and warfare is too entralling for their attention to be diverted to other channels.

If Chiang Kai-shek is the patriot, the strong man, and the saviour of China, as he has been acclaimed by some to be, now is the golden opportunity for him to show his worth.

Let personal desires, self-aggrandisement, hate and jealousy be subordinated by the altruistic desire to work for the common weal—the weal of the people and the country.

Chiang Kai-shek can do all this, figuratively speaking, with one stroke of the pen. All he has to do is to call off the war and concentrate on the work of rehabilitation. In this good work he will have the whole-hearted support of the country. The people of China are tired of warfare and Chiang Kai-shek is only flying in the teeth of public opinion by ever and anon renewing strife and turmoil in China.

**The "Maskee" Spirit**

Unfortunately rehabilitation is not yet to be. Chiang Kai-shek must fight and the people must suffer.

Furthermore, the leaders of China are imbued with a spirit of "maskee-ism." They can well "mask" the sufferings of the people, knowing quite well that certain foreigners will sooner or later come forward with money and personal labour to help the sufferers.

As in the great famine of 1920-21 the problem of relief work and the money in connection therewith all came from the American Red Cross. Even now a contingent of workers are on their way to the famine area from America. They are bringing the money, too, so why should the National Government worry itself?

One, therefore, cannot help pointing out to the National Government that it is its bounden duty to shoulder responsibility and to see that both money and transport are provided at the earliest possible moment. The events in the North-Centre and in the two Kwangs must not be allowed to overshadow the pressing needs of no fewer than sixty million souls. In any event the public should be made aware of what is being done.

The precedent of active relief set by the late Manchu Government is one which Nationalist China may follow with credit to itself.

**MAKE YOUR OWN SODA WATER**

Sparkling  
Ginger Ale,  
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made  
equally  
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**FLUGEL  
MACHINE**  
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221, ACTON LANE, LONDON, W.4.

**WATER PROBLEM****CHINESE REPRESENTATIONS  
TO GOVERNMENT****OPINIONS EXPRESSED**

A large number of prominent Chinese residents met yesterday at the Tung Wah Hospital to discuss means and ways of easing the prevailing hardship occasioned by the water shortage.

It was decided that the Chinese unofficial members of the Legislative Council should urge the Government to take steps to transport more water, with the aid of water junks and other vessels, from other places to Hong Kong.

The Hon. Dr. R. H. Kotewall said that what was urgently needed was the erection of more water tanks and that these tanks should be available to the public the whole day long and the greater part of the night. He said that he understood from the authorities that three additional tanks would shortly be established in Wan Chai, one more in the Central district and one at Kennedy Town.

**Seven Hours Insufficient**

Dr. Kotewall said that the Government should be asked to increase the time period when these tanks will be opened to the public. The present allowance of seven hours a day was inadequate.

He was also of the opinion that the Government should assume the responsibility to see that more water is conveyed by vessels to fill these tanks and also to bear the expenses incurred in connection therewith.

Mr. M. K. Lo and Mr. Li Yick-mui concurred, and it was decided that due representations should be made to the Government accordingly.

The Hon. Dr. S. W. Tso said that as 75 per cent. of the water consumed by the Chinese was for washing purposes, it was therefore obvious that if more water were brought into the Colony for that purpose, the famine would be solved to a very large extent.

**WATER "POACHING"****Short-Lived Scramble With Buckets**

Chinese living in On Lan-street last night engaged in a midnight game of water poaching. The water was turned on to enable the Fire Brigade to cope with a small outbreak of fire in a house in Jervois-street. The On Lan-street fountain was on the same main, and when someone discovered that the fountain was functioning, he passed the word round to his neighbours.

The opportunity was too good to be missed and, within a short space of time, there was a small queue with dozens of buckets eager to fill them with the "precious fluid."

Like all good things, the flow did not last long, however. The Jervois-street fire was quickly extinguished and within a few minutes the main was again turned off, with the result that many of the On Lan-street water pouchers had to return to their beds disappointed.

gan questioning the woman and writing down the answers. The third accused (the electrician) returned to the flat, and Gifford and the second accused scolded him for installing the fittings.

Eventually Gifford told the woman that he would have to prosecute her and, in her presence, told the second accused that he would be dismissed from service. The third accused then took the woman aside and told her that, as she had got him into trouble, it would be to her advantage to settle the matter by giving several tens of dollars.

A Bolt—and a Chase

To this the woman replied that she would settle the matter in the Police Station. On seeing that he had caught a Tartar in the person of the woman, the third accused was taken to the Police station.

The pursuer came up in the meantime and as a result, all parties were taken to the Police station.

In the charge room, the Inspector, before he had time to obtain the facts of the case, saw Gifford, but not knowing that he was implicated, ordered him to get out.

Gifford at once made himself scarce. After he had left, it dawned upon the Inspector that Gifford was involved, with the result that he was subsequently arrested.

The case was adjourned.

**FALSE PRETENCES****ALLEGATIONS AGAINST EURASIAN AND CHINESE****A BOGUS TAIPAN**

A Eurasian, Douglas Gifford, and two Chinese pleaded not guilty yesterday at the Kowloon Magistrate before Mr. T. S. Whyte-Smith to two serious charges.

The prosecution's story was that the complainant, a woman, residing at No. 870, Canton Road, was introduced to one of the Chinese accused by the caretaker who said that the accused was an electrician and could fix up her fittings for her. She accordingly engaged him to do the work.

On May 8, the woman decided to install an additional switch for a fan, and she again called in the accused. On May 14, the other Chinese accused called on the woman with a screw driver in his hand. He said that he was a representative of the China Light and Power Co., and had come to tell the woman that she had been stealing current.

This the woman denied and the man then made a pretence of examining her meter, after which he told her that he was satisfied that she had been stealing electricity. He pointed out the seriousness of the offence and reminded her of a recent case in which a proprietor had been fined several hundred dollars. He suggested to the woman to "square" him and he would say nothing more.

The Eurasian appears

The woman refused to do so, and the man left the flat, only to return later with Gifford. The latter, it was alleged, represented himself to be the "taipan" of the China Light and Power Co. He drew from his pocket a bundle of papers and te-

**ROUND THE CINEMAS****EXQUISITE SCENES IN BRITISH FILM****"THREE PASSIONS"**

Alice Terry and Ivan Petrovitch are co-stars in Rex Ingram's latest picture, which comes to the Queen's Theatre to-day. It is the third picture in which they have played under Ingram's direction.

Founded on the novel by Cosmo Hamilton, "The Three Passions" is the first enterprise of the new British company, St. George's Production Ltd., of which Capt. Alastair Mackintosh is the managing director. St. George's is thought to have made a splendid start in production by capturing Ingram when so many were anxious to have his first story of British life.

British scenes in "The Three Passions" have as backgrounds the famous Balliol College at Oxford University, the Armstrong engineering works at Newcastle, and London in its most fashionable "West End" and "East End" aspects.

Interiors made at Ingram's studio at Nice include sets representing a huge shipyard, a millionaire's mansion in Park Lane, London, and an ultra-modern restaurant also in London.

Money, religion, and love are the themes in "The Three Passions," which, clashing in the surroundings of modern London, provide Rex Ingram with the motif for this latest film.

Shayle Gardner, well known on the British stage and screen; Claire Eames, famous as a Shakespearean actress, Andrews Engleman, the Russian actor who made a name in "Mare Nostrum," and Leslie Faber, well known both in London and New York theatres, are leading members of the strong cast of "The Three Passions" which will be shown at the Queen's until Saturday.

**"WHITE SHADOW"****A Picture Made in the Tropics**

Thrilling adventure and exotic romance feature the new Metro-Goldwyn-Mayer production, "White Shadows in the South Seas," which will be shown at the Queen's Theatre from Sunday to Wednesday.

The plot is built on the regeneration of a doctor, who, after having sunk to the level of a beachcomber, pulls himself together to avenge a wronged child, and as a result of his chivalry is lured on board a plague ship, lashed to the mast, and set adrift. The ship wrecks on the reef of a tropical paradise where, after a series of thrilling and romantic adventures, he is adopted by a native tribe and wins the love of the most beautiful girl on the island.

What happens when pearls are discovered on the island, his fight between greed and a desire for civilisation, and his love for the native girl forms a story of intense dramatic appeal.

Monte Blue plays the role of the doctor. Opposite him is Raquel Torres, one of the new sensational dramatic "finds" of the season.

Robert Anderson is also in the cast. A large group of native islanders supply the authentic

**NEW ADVERTISEMENTS.****BANK HOLIDAYS**

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY, the 3rd June (His Majesty The King's Birthday).

Hong Kong, 28th May, 1929.

**PUBLIC AUCTIONS.**

THE Undersigned have received instructions to sell by Public Auction

ON TUESDAY, the 4th June, 1929, commencing at 11 a.m., at No. 231, Nathan Road, Kowloon (2nd Floor).

**A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE.**

(Particulars as per catalogue). On View from Monday, the 3rd June, 1929.

TERMS:—Cash on Delivery.

**LAMMERT BROS.**

Auctioneers. Hong Kong, 30th May, 1929.

**THE Undersigned have received**

instructions to sell by Public Auction

ON TUESDAY, the 4th June, 1929, commencing at 2.30 p.m., at No. 38, Rose Terrace, Ground Floor, Nathan Road, Kowloon.

**A VALUABLE COLLECTION OF CURIOS.**

Comprising:— Celadon Vases, Bowls, Plates, Powder Blue Vase, Old Bronze Ware, Jade and Crystal Ornaments, Ivory, Wood and Bamboo Carvings, Old Chinese Paintings, Table Screen; Old Embroideries, Peking Rugs, etc.

ALSO.

Large Quantity of Blackwood Ware.

Catalogues will be issued.

TERMS:—Cash on Delivery. On View from Saturday, the 1st June, 1929.

**LAMMERT BROS.**

Auctioneers. Hong Kong, 30th May, 1929.

**THE Undersigned have received**

instructions to sell by Public Auction

ON WEDNESDAY, the 5th June, 1929, commencing at 11 a.m., at No. 14, Knutsford Terrace, Kowloon.

**A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE**

ALSO

One Victrola and Records. On View from Tuesday, the 4th June, 1929.

Catalogues will be issued.

TERMS:—Cash on Delivery.

**LAMMERT BROS.**

Auctioneers. Hong Kong, 30th May, 1929.

and picturesque atmosphere. The company, under the direction of W. S. Van Dyke spent five months in filming the scenes on the island of Tahiti.

The picture is said to have broken all cinema records, including "Ben Hur" and "The Big Parade" in New York, where it was recently shown.

**THE ROMANTIC SENSATION**

—actually filmed in the South Seas!

**WHITE SHADOWS  
IN THE SOUTH SEAS**

SUNDAY AT THE QUEEN'S

**KAYSER'S  
FAMOUS SILK STOCKINGS**

in eight different Styles.

**ALL FASHIONABLE SHADES AND SIZES.**

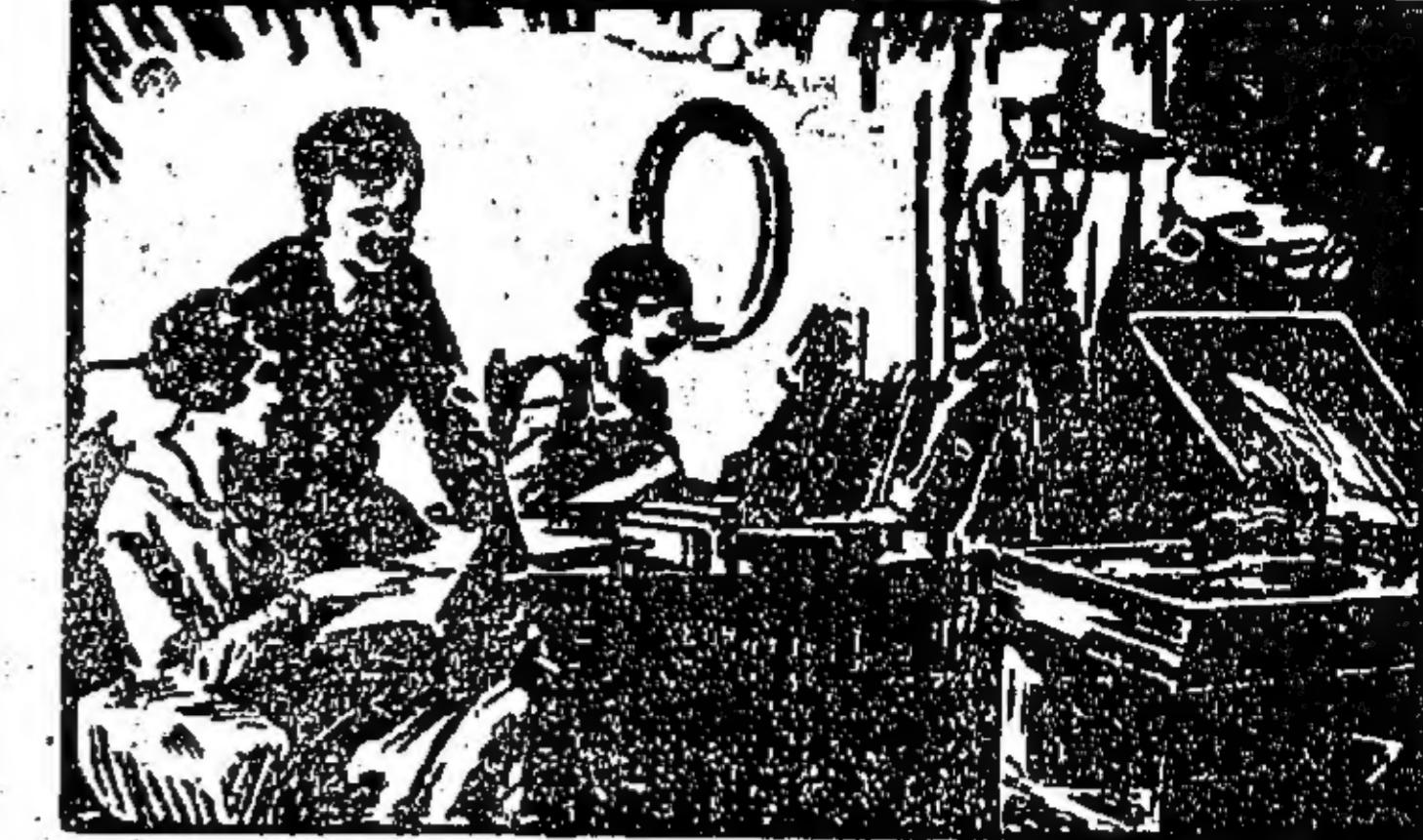
Many Shades and Styles.

New to the Colony.

**KASHMIR SILK STORE**

(Opposite Queen's Theatre)

36A, Queen's Road Central.

**LEARN LANGUAGES  
THE LINGUAPHONE WAY**


FRENCH, SPANISH, GERMAN, ITALIAN, RUSSIAN, ENGLISH.

**PARTICULARS AND DEMONSTRATIONS  
AT**

**The Anderson Music Co., Ltd.**

**You Can Depend  
on Caldbeck's**

Hello, everybody!  
My name is—



**BONZO**

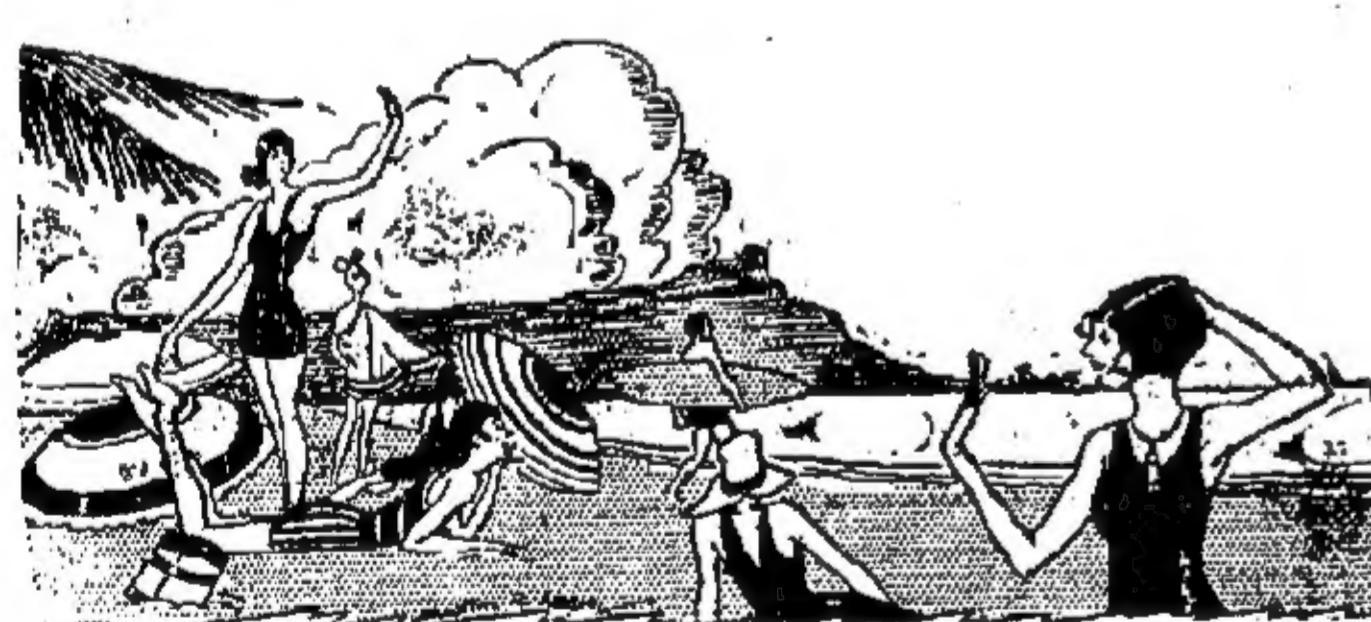
Just wait till you see me do my stuff. I'm good and I'll admit it! I'm going to hand you more laughs than you ever had in all your life. Just watch for my first appearance in the

**SUNDAY HERALD**

on June 2nd.

**G. FALCONER & CO. (HONG KONG) LTD.**  
WATCHMAKERS & JEWELLERS  
DIAMOND MERCHANTS.  
Union Building (Opposite G.P.O.)

Agents for:—ADMIRALTY CHARTS,  
ROSS'S BINOCULARS and TELESCOPES,  
KELVIN'S NAUTICAL INSTRUMENTS,  
ENGLISH SILVERWARE, direct from Manufacturers.  
High Class English Jewellery.



**Drop Anchor at  
HAWAII!**

"Land Ahoy! Palm trees at the foot of the rainbow! Shiver my timbers, that must be Hawaii!"

—HAWAII—

You'll want to stop at what Mark Twain called "the loveliest fleet of islands anchored in any ocean." Make your overseas trip a vacation amid brilliant flowering trees and coral beaches cooled by constant trade winds. Stay a few days or a few weeks, and enjoy enchanting cruises to the other islands. You can continue your trip direct to Seattle and Portland, Vancouver, San Francisco or Los Angeles at any time on the frequent sailings from Honolulu of the Canadian-Australasian, N.Y.K. Dollar, Matson, or Lassco Lines.

—HAWAII—

Come now! Swim, golf, and be lazy in this happy land! You can have all comforts of up-to-date resort life, while enjoying the quaint charm of native sports and entertainments.

—HAWAII—

Go the HAWAII WAY to America! It costs no more. Ask your local ticket office about it. For coloured booklets and complete travel information—send this advertisement to

**HAWAII TOURIST BUREAU**  
Dept. 1.  
Box 296, SHANGHAI, CHINA.

### STATE FUNERAL

#### DIPLOMATS ARRIVE AT NANKING

#### ENTERTAINMENT PUT OFF

Nanking, Yesterday. The special train carrying foreign representatives from Peking arrived at Pukow this morning, and the diplomats crossed the river on a Chinese gunboat.

Sir Miles Lampson (British Minister) and Mr. K. Yoshizawa (Japanese Minister) arrived by sea this morning from Shanghai.

There will not be any entertainments for the foreign guests until after the State Burial.

Mrs. Sun Yat-sen is staying in a specially built house near the Sun Yat-sen mausoleum.

May 30 Echo

The Japanese and Italian Ministers are not presenting their credentials to Marshal Chiang Kai-shek to-morrow, as arranged, nor will the projected visit by the diplomats to Dr. C. T. Wang (the Foreign Minister) to-morrow take place.

It is understood that these changes are due to opposition in certain quarters, owing to tomorrow being the anniversary of the May 30 incident at Shanghai.

Reuter.

Arrangements have been made between Fuhtan University, Shanghai, and Harvard University, U.S.A., whereby professors will be exchanged. The first exchange will probably take place at the end of this year when one of the Fuhtan professors will leave for Harvard to teach Chinese, and an American professor will take up the chair in English at Fuhtan University.

### MONEY AND SHARES

#### TO-DAY'S QUOTATIONS

##### On London

Bank, wire ..... 1/11

Bank, on demand ..... 1/11 1/16

Bank, 30 days' sight ..... —

Bank, 4 months' sight 1/11 1/4

Credits, 4 months'

sight ..... 2/-

Documentary 4 months'

sight ..... 2/- 1/8

On Paris

On demand ..... 1192 1/2

Credits, 4 months'

sight ..... 1267 1/2

On Berlin

On demand ..... —

On New York

On demand ..... 46 1/2

Credits, 60 days' sight 48 1/2

On Bombay

Wire ..... 128 1/2

On Calcutta

Wire ..... 128 1/2

On demand ..... 128 1/2

On Singapore

On demand ..... 82 1/2

On Manila

On demand ..... 93 1/2

On Shanghai

On demand ..... 80 1/2

80 day's sight (private paper) ..... —

On Yokohama

On demand ..... 104 1/4

Gold Leaf, 100 fine (per tael) ..... —

Sovereigns (Bank's buying rate) ..... 10.05

Silver (per oz.) ..... 24 1/2

Bar Silver in Hong Kong ..... 3% Prem.

Copper Cash ..... Nominal

Chinese Copper Cents 6% Prem.

Rate of Native Interest ..... 7% p.a.

Chinese Sub. Coin .. 30 1/4 % dis.

Hong Kong Sub. Coin Par. ..... —

#### LONDON EXCHANGES

##### London, Yesterday.

Paris ..... 124.05

New York ..... 4.85

Brussels ..... 34.905

Geneva ..... 25.195

Amsterdam ..... 12.065

Milan ..... 92.65

Berlin ..... 20.35

Stockholm ..... 18.135

Copenhagen ..... 18.20

Oslo ..... 18.20

Vienna ..... 34.54

Prague ..... 163 1/4

Helsingfors ..... 192.76

Madrid ..... 34.375

Lisbon ..... 108 1/2

Athens ..... 375

Bucharest ..... 918

Rio ..... 5.57/64

Buenos Aires ..... 47 7/32

Bombay ..... 1/5 1/2

Shanghai ..... 2/4 1/4

Hong Kong ..... 1/11

Yokohama ..... 1/10 1/32

Silver Spot & Forward ..... 24 1/2

British Wireless Service.

HONG KONG STOCK EXCHANGE

T.T. on London ..... 1/11

T.T. on Shanghai ..... \$81 1/4

Banks

H.K. Banks ..... \$1250 b 1255/1260 ss

H.K. London Reg. ..... \$132 n

Chartered Bank ..... \$19 1/2 b

Mercantile A. & B. ..... \$33 n

Mercantile C ..... \$15 1/2 n

P. & O. Bank ..... \$39 n

Bank of East Asia ..... \$90 1/2 n

Insurances

Canton Ins ..... \$655

Union Insurance ..... \$840 s

North China Insurance ..... T160 b

Yangtze Insurance ..... M550 s

China Underwriters ..... \$210 s

China Fire Insurance ..... \$285 b

H.K. Fire Insurance ..... \$775 n

Shipping

Douglas ..... \$33 s

H.K. Steamboats ..... 25 s

H.K. Tugs & Lighters ..... \$2.80 s

Indo-China (Pref.) ..... \$48 b

Indo-China (Def.) ..... \$70 n

Shell Transports ..... 97/— n

Shell Transports (new) ..... —

Union Water-boats ..... \$22 n

Mining

Benguet ..... \$23 b

Kailan Mining Ad. ..... 63 1/2 n

Langkats (comb.) ..... T14 n

Langkats, (singles) ..... T7 1/2 n

Shanghai Explorations ..... \$22 1/2 n

Shanghai Loans ..... T4 1/2 s

Raubs ..... \$63 1/2 n

Tronch Mines ..... 17 1/2 n

Docks, Wharves, Godowns, &c. ..... \$123 1/2 a

H.K. & K. Wharves ..... [123/124 a]

H.K. & W. Docks ..... \$86 n

China Providents ..... \$4 b 4 1/4 s

Hongkew ..... T178 n

New Engineers ..... T5.85 b

Shanghai Docks ..... T125 n

Cotton Mills

Ewo Cottons ..... T12.40 b

Oriental Cottons ..... T2 b 2.10 s

Shai Cottons (old) ..... T66 1/2 b x d

Shai Cottons (new) ..... T30 n x d

Lands, Hotels & Buildings

H.K. & S. Hotels ..... \$8.60 b 8.80 s

H.K. Lands ..... \$62 1/2 b

Shanghai Lands ..... \$140

Humphreys' Estates ..... \$14 s

H.K. Realities ..... \$8.35 s

H.K. Territories ..... —

Prince's Buildings ..... —

Public Utilities

H.K. Tramways ..... \$18 1/4 b

Peak Trams (old) ..... \$12 1/2 b

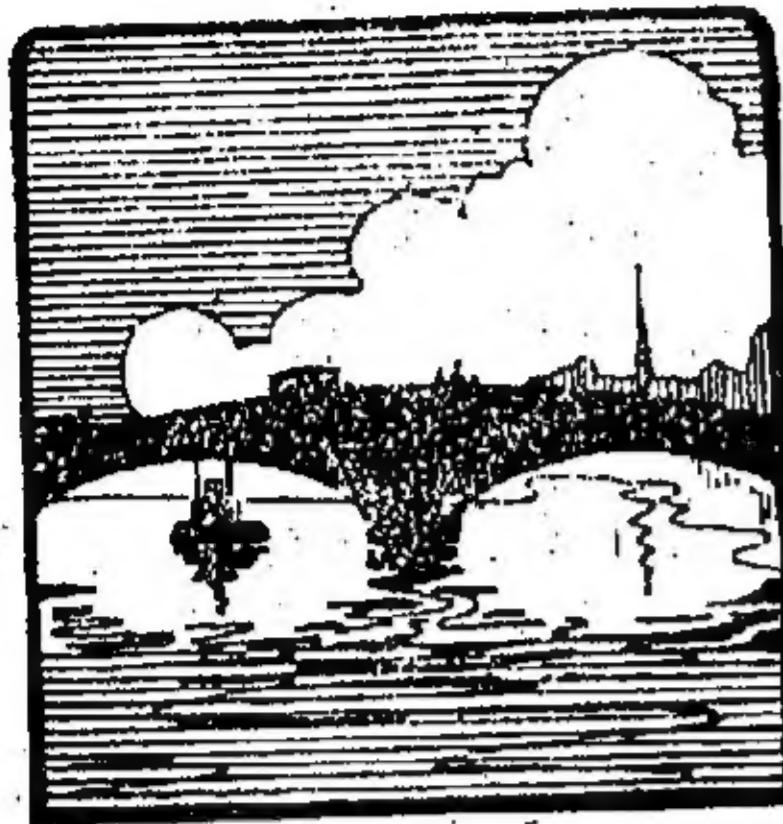
Peak Trams (new) ..... \$6.55



THURSDAY, MAY 30, 1929.

## K. M. A.

CERAMIC &amp; REFRactory PRODUCTS

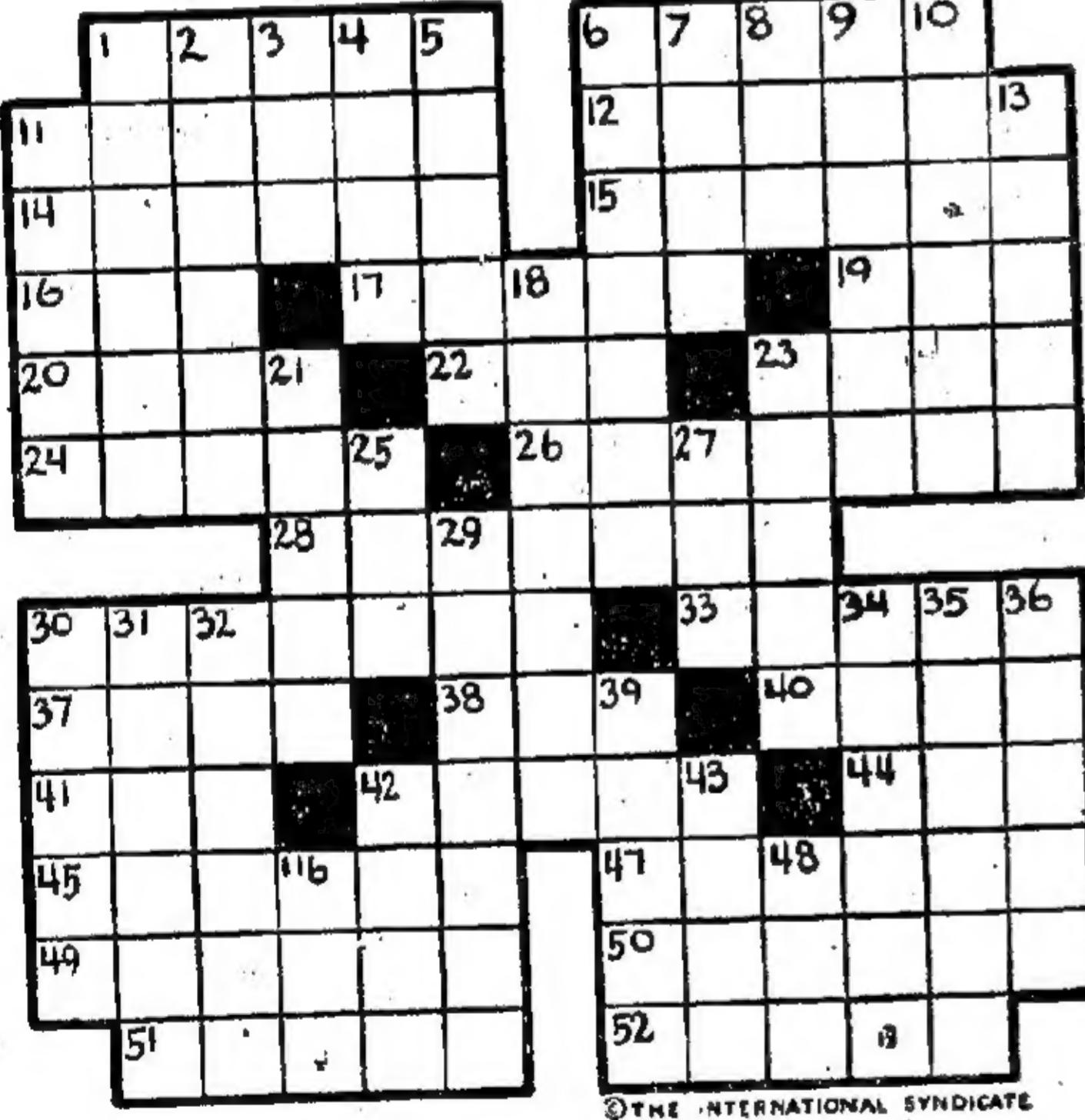
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ANY HEALTHY MAN  
CAN BE  
"FIXED FOR LIFE"  
WITH THE  
WEST COAST LIFE INSURANCE CO.  
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BITZER & CO., Agents,  
Queen's Bldgs., 2nd floor,  
Ice House Street.

## DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as *harbor*, *pleas*, and *altho*.)



HORIZONTAL  
1-Broken earthenware  
6-Italian  
11-One who makes  
affected complaints  
12-Stuns with surprise  
14-Manipulate  
15-Became hostile  
16-Poetic name for  
India  
17-Enclosures attached  
to house  
19-Slowly (abbr.)  
20-Boll slowly  
22-Eastern State  
(abbr.)  
23-Obscurer  
24-Novices  
26-Like millet seeds  
28-Felt discontent  
30-Small pools of  
muddy water  
33-Icy (poetic)  
37-Feminine suffix.  
Pluralized  
38-Secluded room

HORIZONTAL (Cont.)  
40-Harsh  
41-Edge  
42-Ascended  
44-Pay a visit to  
45-Extremely minute  
47-A group of five  
things  
48-Estimate again  
50-Prevents  
51-Make Invulnerable  
52-River embankment

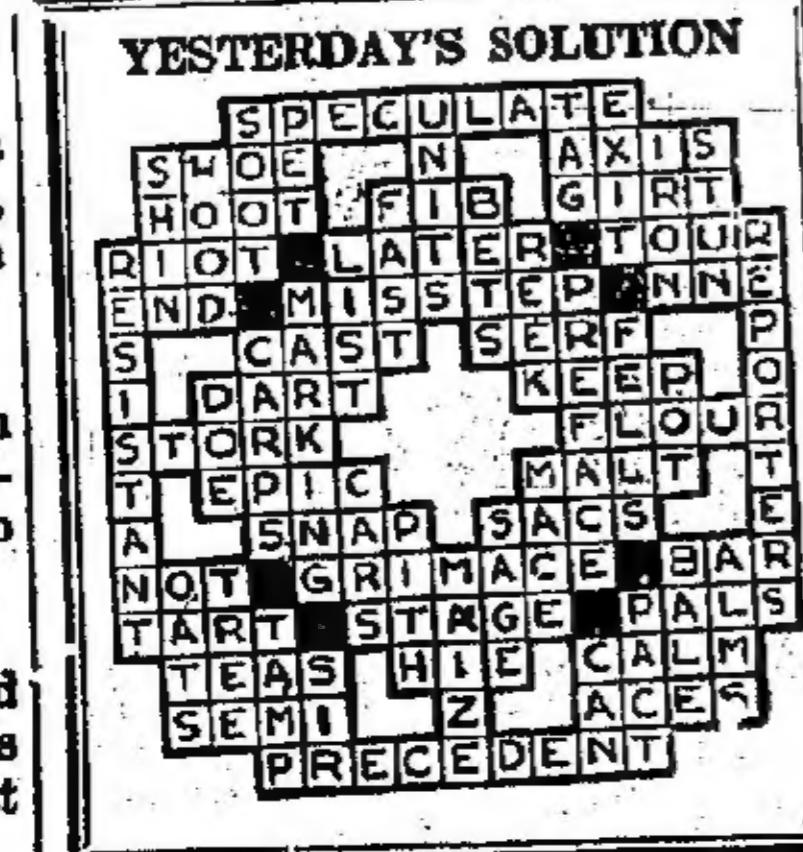
VERTICAL (Cont.)  
13-Overgrown with  
swamp grass  
18-Surrenders  
21-Language used in  
anger  
23-Juice of a common  
fruit  
25-Alleviation for  
selected  
27-Support  
29-A stalk or  
supporting part  
30-Covered with hair  
31-Joins  
32-Banish  
34-Brightness  
35-The same ideas  
36-Notable  
37-Achievements  
38-Kingdom in the  
Himalayas  
42-Ceremony  
43-Granular comm.  
snow in glacier  
46-Variant of May  
48-Western State  
(abbr.)

(The solution of the above cross-word puzzle will appear in  
tomorrow's issue along with a new cross-word puzzle.)

Headmaster of St. George's  
School, Deal; Mr. Thomas Gardner,  
aged 58, collapsed at Sandwich  
Railway Station, and died.

By weekly levies of 1d. for men  
and ½d. for boys. Mansfield district  
miners gave over £7,000 to  
the local hospital last year.

Containing registered letters and  
old pension money, a mail bag was  
stolen from a train between Belfast  
and Glenavy, co-Antrim.



## ASCENSION ISLAND

JUST SEA AND HILLS IN  
MID-OCEAN

A LONELY SPOT

A little island stranded in the middle of the South Atlantic Ocean. That is Ascension. In effect if not in terms of latitude and longitude. The picture called into the mind of vast rollers thundering to a naked shore hissing back with the evil suck-under that makes one shudder at night time—that is true of Ascension. The empty desolation of a bit of land cut off, the realization of oneself as a human being cut off from the rest of the world—that is true of Ascension. Huge, dangerous waves; the bare flatness of clinker dust; the great arid hills rising at the back and the knowledge—that on the other side of them is more of this everlasting sea, more sullen rumblings on the further shore.

Ascension is a small island, only thirty-eight square miles in extent. But its elements of sea, sand, clinker, and mountains are all in mass formation. You turn one way and see nothing but hills, the other way nothing but sea. It is this simplicity, coupled with the contrast involved, which gives to Ascension its character and effect. For instance, although there are birds in the island, they are seldom seen or heard. But go to Bosom Bird Rock, or walk a few miles to Widescale Plain, and you will find yourself in the very midst of thousands. This is no exaggeration. Birds on the ground—you must be careful how you step—birds above you blotting out all else, pecking at your head if they are fearful of an attack on their young. And all about the fluttering, the screeching of birds.

Another example of great contrast. Everyone lives in "Garrison," flat and dusty, in little low bungalows set down in a square. Behind rise the hills, arid grey, and arid red, a most villainous red. Yet 2,820 feet up is "The Mountain," cultivated, green, luxuriant. On it are bungalows, one for the married people, one for the bachelors, one for the Petty Officers, one "Garden Cottage," the home of the farm superintendent. Up to the mountain go the dwellers in the plain for pest and refreshment. The contrast! It is magical. Imagine walking miles up a hot, rutted road, surrounded by red and grey and black dust, the road hard and burning to the feet, the sun in the hard blue sky scorching you as you go. Then suddenly emerging into greenery, flowers. The scent of green stuff, of Yellow Boys of prickly pears; the view below of clinker, barrenness, vague sea; the rustling of trees as one gets higher; roses, wild raspberries, the loveliness of lanes like Devonshire, overhanging flowers and trees; the cosiness of a bungalow with a verandah which looks down 2,500 feet on to clinker. One sees a view-like a relief map in one's school atlas.

For amusement there are, for those who are keen on shooting, wild goats and rabbits and an occasional partridge, and for others just lying about under the trees on the sweet-smelling grass. At night-time comes the chill, the cold, blankets, a huge log fire, drowsiness.

A Submarine Product  
Such is the general outline of Ascension, which was thrown up out of the Atlantic Ocean eight degrees south of the equator, and discovered in the year 1501 by a

Portuguese navigator on Ascension Day. This submarine upheaval produced an island seven and a half miles in length and six miles broad, composed of clinker rock substance, the result of chemical action below and above the surface of the sea. Hence the difference in colour. It is this clinker rock, masses of it, stretching away on all sides between the sea and the mountain, which gives such a depressing effect by day and such an eeriness by night. Apart from the unpleasant ease with which one may lose one's way in the dark, the jagged rocks seem to take on weird shapes of men and animals which can be frightening amidst the general loneliness and silence broken only by the ceaseless thud of waves on the deserted shore.

Whatever specific cause may be found, Ascension has certainly the power of trying the nerves of its inhabitants, although casual visitors to the island must be impressed by the gaiety and cheerfulness of those stationed there. There are no natives of Ascension, all servants being sent for as required from St. Helena, 750 miles south, and since the Admiralty gave it up, the only white people living in Ascension are the Ascension Island Guano and Phosphate Company, together with a few Petty Officers, the total numbering less than 100. The climate of Ascension is beautiful—hot and dry tempered by a constant breeze. For sport there is golf, tennis, shooting, football and cricket and most wonderful fishing. With a happy self-contained outlook, much enjoyment can be found in this little island, and with people possessing it Ascension seems to enter into an amiable alliance. But for those less fortunate or less strong, the sinister genius of Ascension crouches and waits.

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3A, Wyndham Street.

Mr. and Mrs. William Thomas, of Llangollen, Anglesey, who have celebrated their diamond wedding, have fifteen grandchildren and fifteen great-grandchildren.

Firemen were called to Kirkwall place, Globe-road, E., to release a 3-year-old child, Irene Hillier, whose head had become jammed in iron railings.

Miss Agnes Pringle has died at Bathgate, West Lothian, aged 100.



Immigrants

The word immigrant has lost great deal of its old significance. Once it described one who was escaping from a life of suffering and hardship to an unknown land of freedom but of uncertain opportunities and possibilities. The modern immigrant is typified in the seven girls photographed above who were recent arrivals on the Canadian Pacific "Duchess of Richmond." Their future as domestics in the city of Toronto was assured before they left their homes and the comfortable quarters they occupied on the regular Atlantic vessel was a long cry from the accommodation they must have endured had they been one generation earlier.

## CLAIRVOYANTS.

PREVALENCE OF CRIMINAL  
TELEPATHY

PRUSSIAN BAN

The Prussian Minister of the Interior has issued to all police authorities under his jurisdiction a circular declaring open war upon clairvoyance, telepathy, and similar occult practices, as aids to the detection of crime.

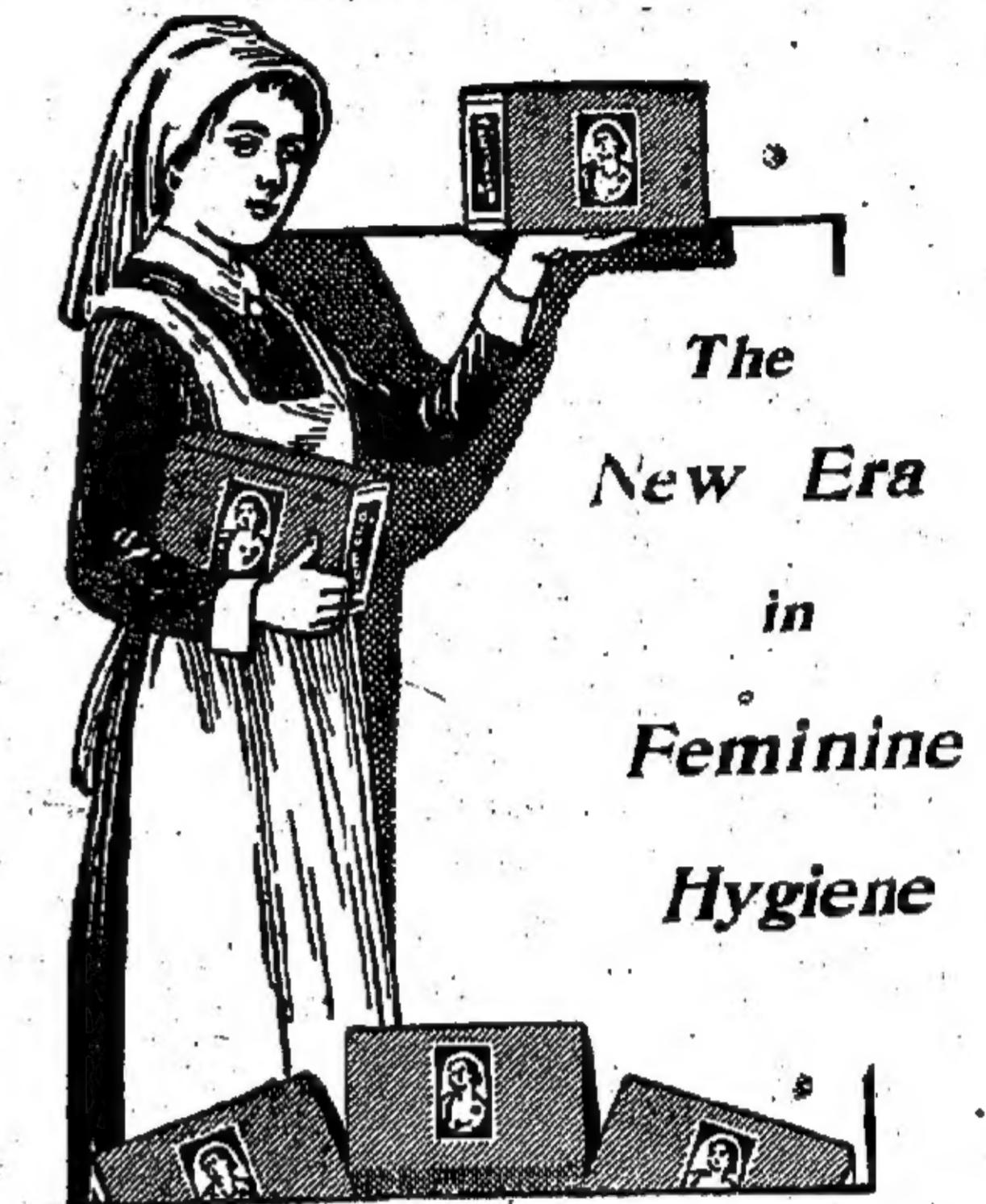
It has come to his notice, he says, that despite all the warnings at educational classes and police congresses, police detect-

THE  
HONGKONG  
PENINSULA HOTEL:  
HONGKONG HOTEL: REPULSE BAY HOTEL:  
PEAK HOTEL  
AND

SHANGHAI  
ASTOR HOUSE: PALACE HOTEL:  
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LIMITED

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"CAMELIA" solves a problem which has always been a cause of distress to womankind. No wonder that wherever "CAMELIA" is introduced it is permanently adopted. "CAMELIA" is a new idea which entirely supersedes all other forms of sanitary pads.

Your Doctor will Endorse this!

Doctors and Nurses recommend "CAMELIA" for its many hygienic advantages:

- "CAMELIA" supersedes makeshift methods with great advantage to health and comfort.
- "CAMELIA" is aseptic. It is made of sterilised materials, under absolutely hygienic conditions, and is packed in a dustproof, sealed box.
- "CAMELIA" absorbs all surface moisture—a frequent source of bacterial infection.
- "CAMELIA" is deodorising—it absorbs odour.
- "CAMELIA" gives security, confidence, freedom from anxiety.
- "CAMELIA" is cheap enough to throw away and can be instantly disposed of in the simplest and most hygienic manner possible. No laundering. "CAMELIA" is, in fact, most easily disposed of.

STOCKED IN THREE SIZES

SIMPLY ASK FOR

**Camelia** +

REFUSE IMITATIONS!

Obtainable at all drug and general stores.

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NEW SEASON PRESERVED GINGER.

Best quality—Prompt attention to Exporters.  
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PHOTOGRAPHER.

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ENLARGEMENTS CAN BE MADE  
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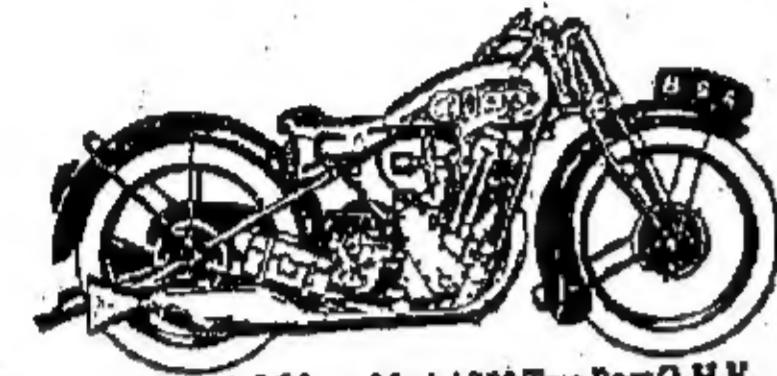
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# THE MOTORISTS' PAGE

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B.S.A. 4 93 h.p. Model S29 Two Port O.H.V.

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Call and See the Very Latest Model  
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If you want unfailing reliability and full outboard satisfaction.

"Elto" Outboard Motors are the result of over 25 years' experience in Outboard design, and whether you want a Motor for Racing, Cruising, or Utility Work, there is an Elto Model to meet your needs.

May we have the pleasure of demonstrating these motors to you?

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**THE REPUBLIC MOTOR CO. OF CHINA.**

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Spare Parts  
Batteries,  
etc., etc.



Electric  
Accessories,  
etc., etc.

Sole Agent in South China for:

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SHOW ROOM:  
11, Queen's Road, E.  
Tel. C. 575.

### "F-HEAD"

#### HIGH COMPRESSION POSSIBLE

Announcement is made by the Hudson Motor Car Co. that it has been granted patent rights on the "F-Head" high compression motor which has been used in all Hudson Super-Six cars since early last summer. The patent—No. 1,656,051, relating to internal combustion engines—covers the entire arrangement of valves, spark plugs and combustion chamber.

A Hudson engineering executive says the patented design is important because it permits high compression benefits in a large motor like the Hudson Super-Six. High compression, it was said, has proved a far more difficult problem with large motors than with those of smaller dimensions. The task has been accomplished in motors specifically designed for anti-knock gasolines, but the Hudson design is intended for any standard or even sub-standard fuel.

#### High Compression Obtained

With the new patented design Hudson motors now are built with a compression ratio of nearly 6 to 1—or 20 per cent. above the average—with correspondingly high standards of acceleration, fuel economy and power. The company engineers say that it is practically impossible to make the motor knock under even the most adverse operating conditions. The motor is described as the liveliest, most powerful and economical Hudson has ever built.

In the patented F-Head design, the intake valve is located in the head of the motor and the exhaust valve at the side. In a way, the motor is valve-in-head as to intake and L-Head design as to exhaust. The intake valve opens to admit fuel in a location just above the exhaust valve. Hence, it is stated, the incoming fuel is drawn directly over the exhaust valve—with a dual effect. First, all "wet" particles of fuel are subjected to the heat of the exhaust valve and chamber, which tends to vaporize them and make them fit for clean and speedy combustion. Secondly, the exhaust valve is subjected to enough of this cooling action so that it never becomes excessively overheated.

#### Avoid Knocking Cause

Very hot exhaust valves have long been recognized as one of the chief causes of pre-ignition—or knocking—in high compression motors. Hudson engineers have succeeded at once in moderating the valve temperature and at the same time making it serve the purpose of a "hot" spot. The fuel charge enters the motor so easily and exhausts so cleanly that only moderate-size valves are used.

Another important feature of the patented arrangement is the location of the spark plug. This is at the extreme side of the combustion chamber. The effect of this is that the first intense explosion of the fuel charge is confined to the small space around the valves. By the time the combustion has extended into the cylinder proper, the action is a pushing instead of an explosive one. This results in especially smooth operation.

#### The Essex System

The new patent—which was obtained after several months' study by the U. S. patent office—covers all those and other arrangements, "each in relation to and in combination with all others."

The compression ratio made possible—about 6 to 1—is practically the same as that used in the smaller Essex motor, where an L-Head design has been found quite satisfactory.

#### SEGRAVE'S LEAD

#### IMPETUS TO BRITISH MOTOR TRADE

Major Segrave's magnificent achievement has done more for the British motoring industry than all the propaganda of the past twelve months, writes Gordon Fraser, the "Daily Express" Motor Correspondent. "While not detracting from his skill and bravery in tackling such death-defying job as driving a motor-car at nearly four miles a minute, it must be remembered that his success was only made possible by a super car, built and assembled by British workmanship, to the design of one of the greatest motor-car designers in the history of British motoring, and constructed of all British materials.

The British motor-car has never received its proper measure of appreciation in the Dominions and in foreign countries; this is partly the fault of the manufacturers themselves, only a few of whom have really made an effort to boost the British car outside these shores. Segrave has done them all a good turn, which it is to be hoped will be appreciated and followed up by an overseas "push."

For general utility purposes Segrave took a couple of Hillman "Straight-8's" with him, and I hear that they have made a great impression in the American motoring world, which is all to the good.

But while motorists in this country are jubilant over Segrave's triumph and the impetus he has given to the industry, their rejoicing is marred by the severe blow the Chancellor of the Exchequer has dealt by telling a deputation of the industry that, in so many words, he had no sympathy with them and did not believe what they were saying.

Needless to say they are not taking it lying down; they are going to the Cabinet direct. I rather think they will get a little more sympathy there.

#### ALL KIND OF CAR REPAIRS.

**FIAT GARAGE**  
67A, 67B, Des Voeux Rd. C.  
Tel. C. 4821.

### FINE RECEPTION

#### NEW WILLYS-KNIGHT SIX

The reception accorded the entirely new line of Willys-Knight sixes, now being exhibited in the showrooms of all Willys-Overland merchants, outranks in public acclaim any previous reception in Willys-Knight history, which goes back more than fifteen years when Willys-Overland introduced its first Knight sleeve-valve motor cars.

From the radiator to trunk racks the new Willys-Knight Sixes, which are offered in a wide range of body models and colour combinations, are entirely different from any former Willys-Knight models. This is accomplished through the new body design which brings to the low priced Willys-Knight field, the highest degree of artistry and craftsmanship. For more than a year Willys-Overland engineers and designers have been working on the design of the new Willys-Knight models.

Not alone do the exterior lines of the car bring out a striking design of modernity but the interiors are marked by unusual roominess for passengers, rich upholstery, quality fittings and every comfort that makes for enjoyable motoring. The finishing touch of smartness comes through the use of five wire wheels, the spare mounted in a front fender well.

In mechanical features to provide utmost convenience for the driver, the new "Finger-Tip Control" is used—an outstanding feature in all products of the Toledo manufac-

turer. This feature, by means of a button in the centre of the steering wheel, gives the driver complete control over all the functions of starting the motor, operating the lights and sounding the horn.

The new dash panel contains all the instruments conveniently grouped in a decorative border.

These cars are powered by a Willys-Knight six cylinder sleeve-

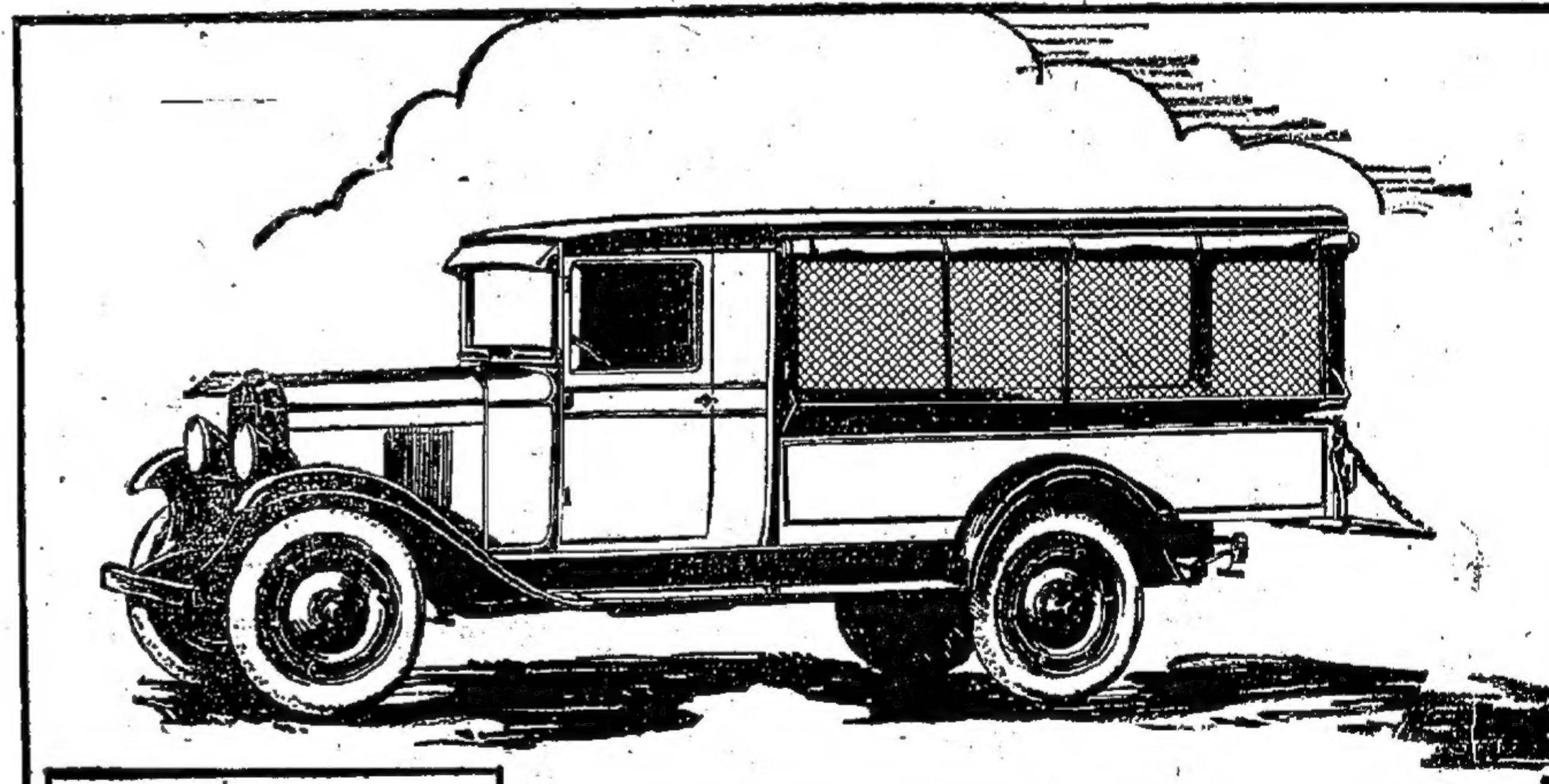
**U  
S  
E**



**Mobil-oil**

*Make the chart your guide*

## SMARTNESS YOU CAN BE PROUD OF!



Those who own the New Chevrolet Truck remark on the attention it receives whether it is standing at the curb—winding through traffic—or carrying a capacity load with ease up a steep grade. Its new radiator and hood—its smart, full crowned fenders, its low set chassis, and its thoughtfully designed bodies help to assure an appearance of real advertising value.

Let us show you how this new truck will advertise your business for you.

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H.K. \$1,510**

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Tourer 1,580  
Sedan 1,960

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Truck of  
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Tel. Central 4759.

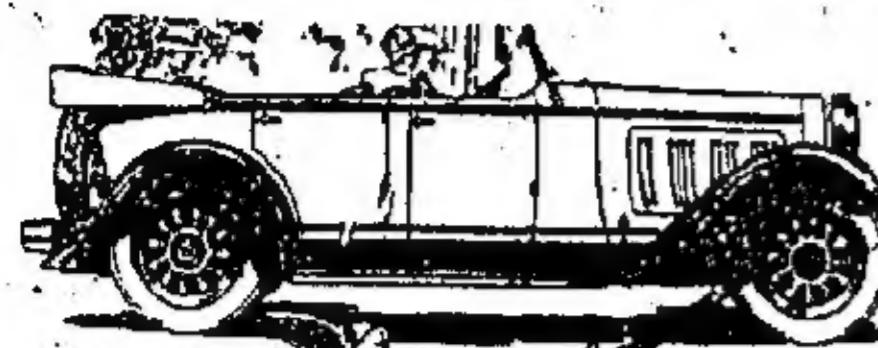


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BUILD THE BEST TOURING CARS.



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IS THE ACHIEVEMENT OF DODGE BROTHERS.

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TRIAL AND INSPECTION CORDIALLY INVITED.

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FITTED WITH M.A.G. ENGINEOutstanding Achievements of This  
FAMOUS ENGINEThe Most Difficult and Dangerous  
Race in France

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175 c.c. 1st, 2nd, 3rd, 4th, 5th

All on M &amp; G.

250 c.c. 1st on M &amp; G.

350 c.c. 1st on M &amp; G. M.A.G. engine.

500 c.c. 1st on M.A.G. engine.

750 c.c. 1st on M.A.G. engine.

SIDE-CARS.—

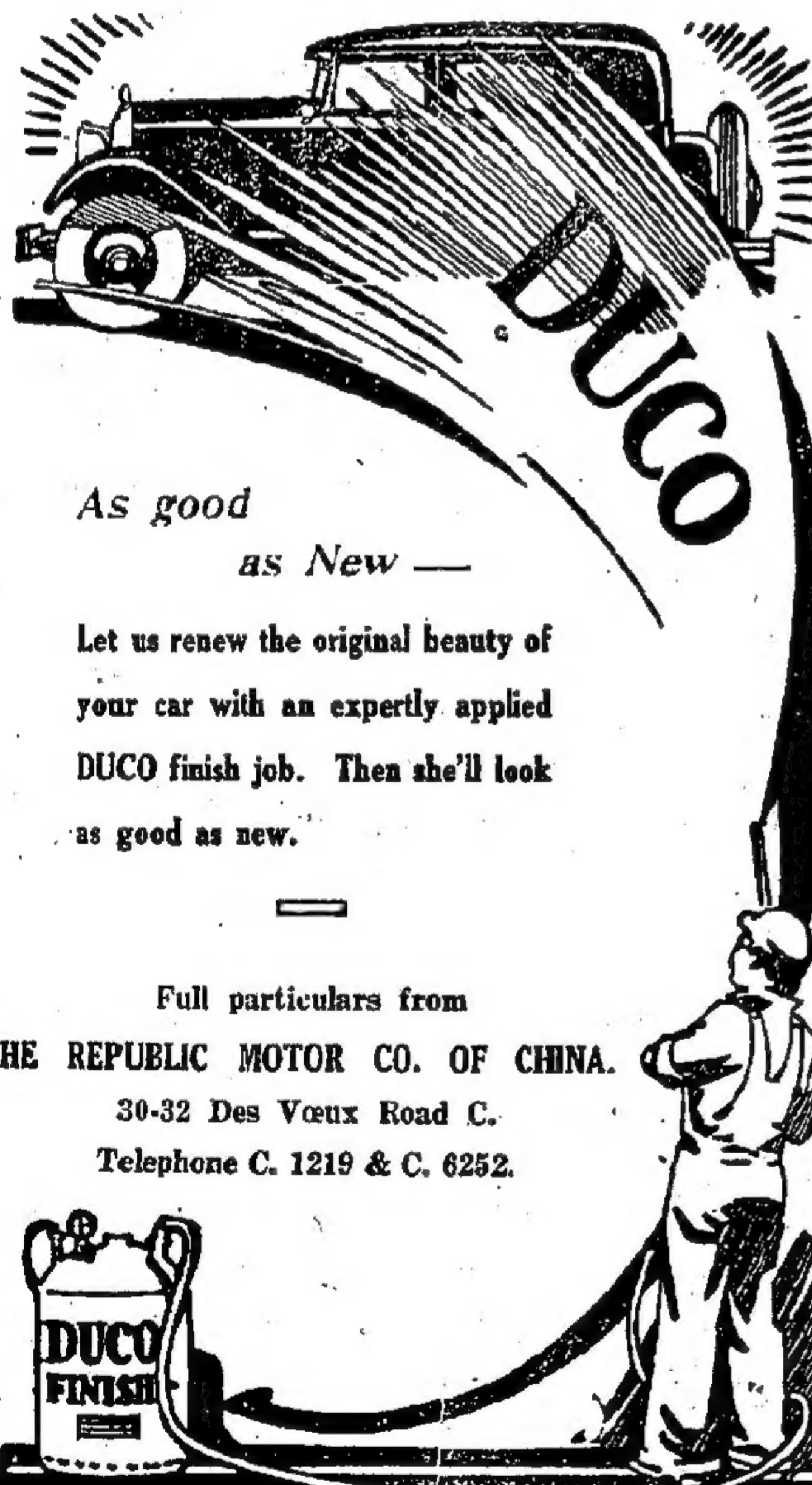
350 c.c. 1st on M &amp; G. M.A.G. engine.

600 c.c. 1st on M.A.G. engine.

Easy Payments Arranged.

## THE FRENCH MOTOR CYCLE CO.,

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As good  
as New —Let us renew the original beauty of  
your car with an expertly applied  
DUCO finish job. Then she'll look  
as good as new.

Full particulars from

THE REPUBLIC MOTOR CO. OF CHINA.  
30-32 Des Voeux Road C.  
Telephone C. 1219 & C. 6252.

## SAFETY FIRST

NO ACCIDENT IN 10  
YEARS

At the annual meeting of the London "Safety First" Council at the Mansion House gold medals were presented to 60 drivers with ten consecutive years free from accident. Twenty of these were London General omnibus drivers.

The Lord Mayor (Sir Kynaston Studd) said that it was marvellous that drivers could get through London traffic without an accident in ten years. It was all the more remarkable when the carelessness of pedestrians was considered. The average pedestrian always insisted on crossing the road diagonally instead of going straight.

LOVELY  
LINES!!  
—  
SURE  
IT'S A  
"VAUXHALL"

The "Safety First" movement had been criticised on the grounds that the Empire was not built up on "safety first" principles. But "Safety First" in their case meant safety for others first.

"Keep your wits about you and do not do foolish things," he added.

## MOTOR TAXES

## "TRAVESTY" OF THE POSITION

Motor taxation can be reduced and road improvement developed on a large scale if the revenues are applied to the purposes to which they were originally pledged.

This is the reply to Mr. Winston Churchill of the deputation from a conference of 22 motor organisations which waited on the Chancellor of the Exchequer on March 7. In a statement issued later the deputation says:

Mr. Churchill made no real attempt to refute the facts showing the excessive burdens that are imposed by existing motor taxation.

Mr. Churchill's references to "fortunate" and "buoyant" motorists suggest that owners of motor-cars and motor-cycles are wealthy and privileged persons. The fact is that these vehicles are indispensable for many professional and business purposes, and as an aid to the better and healthier distribution of population.

## Lost Millions

The Chancellor's observations on the subject of road accidents were irrelevant to the case with which he was dealing, and misleading. To take road accidents in their true perspective the volume of traffic and the total mileage must be considered.

Further, road accidents are largely due to the state of the roads, towards the improvement of which the users of motor-vehicles have contributed millions of money that have been diverted to other purposes.

In his references to protected British motor manufacturers Mr. Churchill gave a complete travesty of the position. The British industry enjoys no greater protection than that of any competing country; nor is it the only British industry that is protected. The distinction—or the handicap—which Great Britain "enjoys" is due to high taxation, based upon horse power or unladen weight, which prejudicially affects progress in design.

In regard to development of roads, Mr. Churchill confused road maintenance with road improvement. Grants from the Road Fund for road maintenance mean in effect the reduction of local rates.

Since the present Government came into office the tendency has been to increase maintenance grants, take more from the Road Fund for general purposes, and leave a smaller proportion for important road improvements.

In 1925-26 35 per cent. of the gross motor taxation revenue was devoted to such improvements; for the year 1928-29 the figure was only 14 per cent.

## TAXI-CAB FARES

A BLESSING IN  
DISGUISE

After nearly a year's experience of lower fares, London taxi-cab owners, who bitterly opposed the reductions when they came into force, now regard them as a blessing in disguise.

They have found that these cheaper fares have encouraged London people to develop the taxi-cab habit, and that although a greater mileage has now to be covered by the cabs, a better return is produced in the long run.

An official of the London General Cab Company, owners of 250 cabs, said his company has come to the conclusion that the lower fares are generally beneficial to the trade.

"We have discovered," he said, "that our cabs have had to do a greater mileage, but our turnover has slightly increased as a larger number of customers are attracted by the cheaper rates.

"One thing the lower fares have done is to encourage among London people the taxi-cab habit. Men and women who formerly took a cab only when absolutely necessary now hail one as a matter of course.

"The taxi owner-driver has to work rather harder than before, but if he runs his cab economically, he should do quite well. Cheaper fares, as a matter of fact, have probably kept a number of men with only one cab from going out of business, because things were not too healthy when the tariff was a shilling a mile."

This is what an owner-driver with one cab had to say about the new fares.

"Honestly, the lower fares have proved a good thing for us. More people seem to be taking cabs nowadays, and although I have to put in more hours than in the old days—I regularly do fourteen

## PARKING A CAR

SOME USEFUL DRIVING  
HITS

Correspondence received in the course of the year, writes the "Times Motoring" correspondent, indicates that under present-day conditions parking has considerable difficulty for drivers of cars who have not much experience, and especially for women drivers.

It is most important in manoeuvring a car that the driver should have a definite and complete plan in his head before the manoeuvre is begun. Skilful manoeuvring is an art and can only be acquired by study and experience. There are generally not fewer than two ways of executing any manoeuvre, but there is always one which is the best. To enter in a haphazard way into any position which has or may have complications will only lead the novice into needless difficulties and will probably produce nervousness long before the manoeuvre is completed. It is only necessary to stand for a short time as spectator near a park which is crowded and presents some awkwardness for drivers going in and out, in order to distinguish between those who quickly "size up" the situation and form their plans accordingly and those who dart in without thought and generally get tied up.

Motor driving can prove a most interesting study in psychology, for it lays bare on occasion many characteristics. Whenever possible, manoeuvre the car into the park so that exit gives the least difficulty, and bear in mind that others may have their troubles and do not want them increased. Above all, a driver should guard against getting flustered, a state of mind which can be avoided by the exercise of a reasonable amount of thought in advance and by proceeding slowly and with patience. Before touching on reversing, it may be well to refer to steering, for it is quite clear that many drivers fail in this respect. Avoid at any time turning the steering wheel, while the car is stationary. This is a sure sign of an unskilful driver, and so is driving a car over the kerb in order to save the bother of an extra reverse. The one practice needlessly stresses the steering connections, while the other deteriorates the tyre. Steering movements, even if they have to be made large and with rapidity, should always be smooth and in gradation. When it is desired to reverse, turn the front wheels to the other lock just before the car is brought to a standstill preparatory to the reverse.

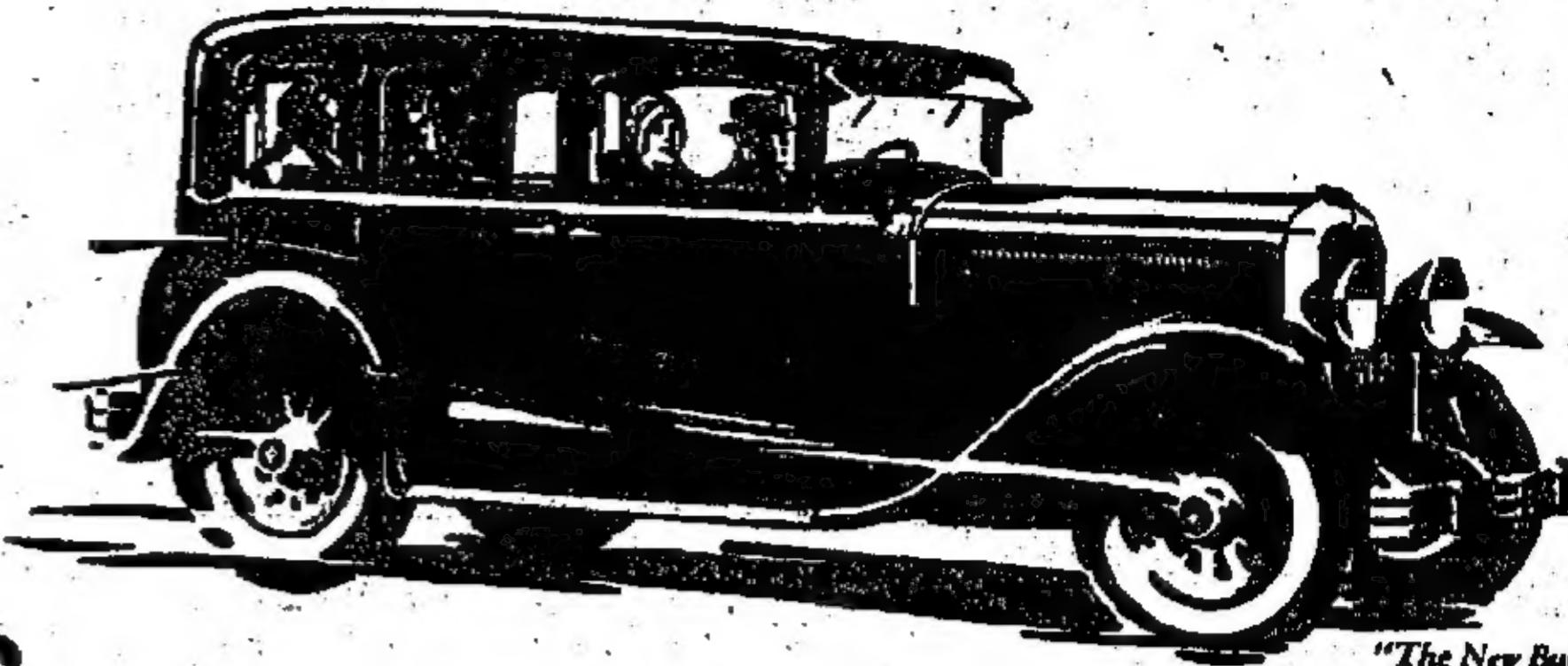
Steering on reverse produces a much greater effect for a given hand wheel movement than with a car travelling in a forward direction, and this preparatory turn of the wheel is of definite assistance in manoeuvring. This plan may enable a driver to complete his manoeuvre with one reverse only, whereas if he delayed his steering in a reverse direction until the car was actually moving backward, he would probably take two or three and even then stand a good chance of making an awkward position still more difficult. Another point which should be borne in mind is that the car should be driven slowly both forwards and backwards, because in this way more time is given for locking over the wheels. The troubles of many drivers when parking would disappear if his point were remembered. A driver may be afraid of stopping his engine, but with a light touch on the clutch and accelerator pedal any good car in reasonable order can be driven at a snail's pace on bottom gear. As in all cases where a certain amount of skill is required, reasonable confidence is half the battle. Always park where possible, so that the car may be driven outwards, avoid mistaking a taxicab for a parked car, and, if allowed, leave enough clearance in front for pulling out without disturbing the machine ahead.

With the popularity of the closed type of car, reversing becomes a subject of wider and more serious interest. If a driver is not sure of the space available behind him before a reverse, he should always get out and look. Especially is this the case with a closed body when the rear window is small; and it should be borne in mind that it is cheaper to drive the car backwards and be short by a foot than be over by an inch and hit something. As to actual control of a car when reversing, it is essential that a driver should have memorised the location of his pedals, so that he can give most of his attention

hours a day at the wheel—I am making a bit more each week.

"Each week I have to take £6 10s. before I get a penny myself. Lower fares have reduced tips. Passengers now seem to match the size of their tips with the cheaper fares."

Get behind the wheel  
and Get the facts!

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The New Style"

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--- now prove to your own satisfaction that Buick outperforms any other car  
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WHEN BETTER AUTOMOBILES ARE BUILT... BUICK WILL BUILD THEM.

to the direction in which he wants to go. This can be easily done. The novice should practise first with the car stationary, until he finds that he can change his foot from accelerator to brake pedal while looking over his shoulder promptly and without fear of mistake. When the reverse gear is engaged, the driver should look well over the shoulder. The clutch should be let in gently, and it should be remembered that it is not the first half of the travel of the pedal that counts but the later movement, and especially the last half-inch. The engine should in no case be raced; but just as the clutch is taking up the drive the accelerator should be pressed gently so that the drive may be taken up smoothly and the car move away slowly. As it is, of course, more difficult to turn the rear of the car towards the near side, it is advisable for the beginner to plan his manoeuvre that he reverses towards the off side.

## On An Incline.

A word may be said here about starting the car either forwards or backwards when it is on an incline. Just before the driver proposes to start the car in motion, the hand-brake lever should be held on with the catch freed, and at the moment when the clutch is just beginning to take hold, that is during the last half-inch of pedal travel, the lever should be immediately and fully released. A little experience is needed to "sense" the right moment, and some practice in a quiet road or street is advisable, if, for instance, it is intended to reverse the car when the machine is on a gradient sloping downwards to the front, or vice versa, and the brake is released too early, the machine will start to run in the wrong direction, with the result that the engine will be stopped, or if it is raced will start off with a jerk in the direction required.

On the other hand, if the lever is let off too late the extra load on the engine will probably bring it to a standstill. Being able to start from rest with smoothness and quietness on a steep gradient is a sign of a finished driver. The three operations, letting the clutch take up the drive, accelerating the engine, and freeing the brakes, should be looked upon as one, and not as three distinct performances.

Lastly, if the life of the engine is considered of value, a driver should always run his engine for a minute or two before starting away—after the car has been left some time—in order to warm up, so that the bearings may receive a proper supply of lubricating oil.

## BUYERS' GUIDE

## MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4759.

BUICK.—The Dragon Motor Car Co., Ltd. 33 Wong Nai Chung Road, Happy Valley. C.1247.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.

CHRYSLER MOTOR CARS.—Republic Motor Co. of China 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.

OAKLAND.—Lane, Crawford, Ltd.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd. 33 Wong Nai Chung Road, Happy Valley. C.1247.

PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.

PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

PONTIAC.—Lane, Crawford, Ltd.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

VAUXHALL.—Lane, Crawford, Ltd.

WHIPPET.—Gilman & Co., 4a, Des Voeux Rd., C.

WILLYS-KNIGHT.—Gilman & Co., 4a, Des Voeux Road Central.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. C.2173.

## MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co. Tel. C. 244.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.

FARO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

G.M.C.—The Dragon Motor Car Co., Ltd. 33 Wong Nai Chung Road, Happy Valley. C.1247.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.

REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

WILLYS KNIGHT TRUCKS.—Gilman & Co., Ltd. Des Voeux Rd. Central.

## MOTOR CYCLES.

E. S. A.—The Sincere Co., Ltd. Des Voeux Road.

PACKARD, PLYMOUTH.  
CHRYSLER, DE SOTO  
Motor Cars.  
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30-32, Des Voeux Road C.  
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# The China Mail

ESTABLISHED 1845

HONG KONG, THURSDAY, MAY 30, 1929.



## LONDON SERVICE

"AENEAS" 11th June Marseilles, London, Rotterdam & Glasgow  
"PEREUS" 25th June Milles, Cassabance, L'don Rd'm & Hamburg  
"SARPEON" 10th July Marseilles, London, Rotterdam & Glasgow

## LIVERPOOL SERVICE

"GLACUS" 5th June Genoa, Havre, Liverpool & Glasgow  
"CYCLOPS" 29th June Genoa, Havre, Liverpool & Glasgow

## PACIFIC SERVICE

via KOBE & YOKOHAMA  
"TYNDAREUS" 1st June Victoria, Vancouver & Seattle  
"PHOTELIAUS" 20th June Victoria, Vancouver & Seattle

## NEW YORK SERVICE

"NELEUS" 5th June New York, Boston & Baltimore  
"MACHAON" 3rd July New York, Boston & Baltimore

## INWARD SERVICE

"AUTOMEDON" Due 5th June For Shanghai & Hankow  
"MACHAON" Due 11th June For Shantou, Moji, Kobe & Yokohama

## PASSENGER SERVICE

"AENEAS" 11th June Singapore, Marseilles & London  
"SARPEON" 10th July Singapore, Marseilles & London

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Also cargo steamers with limited passenger services obtainable at specially reduced fares.

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Agents.

## POST OFFICE NOTICE.

### RADIO NOTICE

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

### INWARD MAIIS.

From	To	Per
THURSDAY, MAY 30.		
Shanghai & Amoy	Liangchow	
FRIDAY, MAY 31.		
Japan, Shanghai & Europe via Siberia	London	
May 9-10.	Katori Maru	
Japan and Shanghai	Shidzuka Maru	
Europe via Negapatam (Letters & papers,		
London, 2nd May)	Quarrington Court	
SATURDAY, JUNE 1.		
U.S.A. Honolulu, Japan, Shanghai & Europe	President Polk	
via Siberia (London May 11)	Soochow	
Shanghai & Swatow	Lahore	
Australia and Manila	St. Albans	
SUNDAY, JUNE 2.	Empress of France	

### OUTWARD MAIIS.

For	From	To	Per
THURSDAY, MAY 30.			
Samshui	Kochow	4.30 p.m.	
Saigon	Haftor	5 p.m.	
FRIDAY, MAY 31.			
Amoy	Tjitaroen	8.30 a.m.	
*Straits, *Ceylon, Mornbasa, Lou-			
rence Marques, & South Africa,			
Fort Bayard	Chicago Maru	8.30 p.m.	
Manila, Sandakan, Australia & New	Tai Pao Sek	1.30 p.m.	
Zealand via Thursday Island			

Swatow, Amoy and Foochow	1 p.m.	
SATURDAY, JUNE 1.		
Japan and *Victoria, B.C.		
Tyndareus (Due Victoria, B.C., June 25.)		
Registration June 1, 9.45 a.m.		
Letters .....	10.30 a.m.	

Strait, Ceylon, India, Mauritius,		
E. & S. Africa, Aden, Egypt,		
and Europe via Marseilles		
Katori Maru (Due Marseilles, July 1.)		
K.P.O.		
Registration .....	June 1, 10 a.m.	
Letters .....	10 a.m.	
G.P.O.		
Registration .....	June 1, 10.45 a.m.	
Letters .....	11.30 a.m.	
Antung	5 p.m.	
President Polk	5 p.m.	

Amoy	JUNE 2.	
Manila		
Foochow	Liangchow	9 a.m.
Bangkok via Swatow	Kiangsu	9 a.m.
Swatow, Amoy and Formosa	Hozan Maru	9 a.m.

\*Correspondence bearing vessel's name only.

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## UP-TO-DATE FLYING

### A TRANS-ATLANTIC RACE ARRANGED

#### YELLOW BIRD v. GREEN FLASH

Old Orchard, Maine, Yesterday.

The French aeroplane "Yellow Bird," piloted by Lotti and Lefeuvre, and the American machine "Green Flash," piloted by Captain Lewis Yancey, and navigated by Mr. Roger Williams, are engaging in a trans-Atlantic race.

The former left for Paris at 9.57 this morning (American time), but returned and landed at 10.16.

The "Yellow Bird" weighs 4½ tons and the "Green Flash" two tons.

#### MINOR MISHAPS

The third member of the "Yellow Bird's" crew, Assolant, states that the return was due to engine vibration causing a leak in the fuel tank in the fuselage, releasing a quantity of petrol.

The flyers decided to dump the fuel and return.

The wheel of the "Green Flash" stuck in the mud in taking off. Reuter's American Service.

#### French Flight

Tehera, Yesterday. Arachard and Rigneau have arrived. Reuter.

#### "RED" DEPUTIES

#### SENTENCES ON MARTY AND DORIOT CONFIRMED

#### ARPEAL-COURT ACTION

Paris, Yesterday.

The Court of Appeal has confirmed the conviction of the Communist Deputy, Marty, for inciting to military disobedience and murder in an article in the extremist newspaper "Humanita," but reduced the sentence from 4 years' to two years' imprisonment.

The sentence of three years' imprisonment imposed on the Communist Deputy, Doriot, on a similar charge was confirmed.—Reuter.

#### DUKE OF YORK

#### CONGRATULATES CHURCH OF SCOTLAND ASSEMBLY

#### WHAT HIS HIGHNESS HOPES

London, Yesterday. In closing his address to the Church of Scotland Assembly, today, the Duke of York congratulated the Church on the acceptance of the scheme of union with the United Free Church, which has been a feature of the Assembly.

His Royal Highness expressed the hope that union would bring increased strength and resources and would open up fresh avenues of service.—British Wireless Service.

#### LEFTISTS TO RETURN

Shanghai, Yesterday. That section of the Nationalist Party supporting Mr. Wang Ching-wei (i.e., the Leftists and Extremists) has turned down the overture of Marshal Chang Kai-shek's faction for a union against Feng Yu-hsiang and the Kwangsi faction, according to information given out by a friend of Mr. Wang Ching-wei.—Nan Chung Kuo News Service.

A new British deck-landing fighter aeroplane has been chosen by the Japanese Navy.

See the popular juvenile star play cupid in a thrilling romance of the sea!

**Jackie Coogan**  
in  
**BUTTONS**  
With  
GERTRUDE OLNSTED, LARS HANSON  
AT THE MAJESTIC TO-DAY & TO-MORROW  
at 2.30, 5.20, 7.15 and 9.15 p.m.

## GERMANY AND HER DEBTS

### AN AGREEMENT

#### CREDITOR POWERS COME TO AN UNDERSTANDING

#### SATISFACTORY DECISION

Paris, Yesterday.

Dr. Schacht (head of the German delegation) has accepted the credit Powers' reparations' proposals.

Only reservations remain to be discussed, and complete agreement is expected in a few days.—Reuter.

#### A Common Basis

The Experts Committee has found a common basis of interpretation of the Young plan of reparations, and there is hope of a general agreement by Saturday.—Havas.

#### Why Optimism Prevails

Optimism again prevails at the Reparations' Conference but no confirmation has so far been re-

## CABLE-WIRELESS

### LORD INVERFORTH ON THE RECENT MERGER

#### OPTIMISTIC VIEWS

London, Yesterday.

Lord Inverforth presided, and Commandante Marconi was present, at a meeting of the shareholders of Marconi's Wireless Telegraph, Ltd., which unanimously adopted the report and balance sheet.

Lord Inverforth, referring to the cables and wireless merger, said the solution of the problems which the Imperial Conference evolved would form a landmark in the history of world communications.

The British Empire for the first time would have an organisation permitting the intelligent and co-ordinated direction and development of its Imperial telegraphic communications.

It was not a fact that the Marconi Company was in effect going out of business as a result of the formation of Cables and Wireless, limited.

Eastern Extension Co.

The shareholders of the Eastern Telegraph Company have agreed to the proposals for joint working of wireless and cable communications by the transference of "Communications assets" to Imperial and International Communications. They also resolved that the predominating shareholding interest in the company should remain British. The meeting voted £1,500 as compensation to directors for loss of office.

The Chairman, Mr. Denison Pender, said that if the Eastern Telegraph Company had reduced its cable rates to those of wireless in order to recover lost traffic, the Government would have reduced beam rates still further.—Reuter.

## IRAQ AGREEMENT

### PRECEDENT IN 1927 TREATY FOLLOWED

#### WRONG IDEA CORRECTED

London, Yesterday.

Reuter learns that the British-American Iraq Agreement is broadly similar to that of the Iraq Treaty between Great Britain and Turkey of three years ago.

The idea, apparently existing in America and expressed in yesterday's Washington message, that the new treaty involves a new development with regard to the oil industry is erroneous, as this was settled in the Iraq Government concessions to the Turkish Petroleum Company in 1924, which under British, Dutch, French and American interests were to receive 23½ per cent each, and that the remaining 5 per cent would be given to a private individual.—Reuter.

## RUN OVER BY BUS

In a report to the Police, Mohamed Ali, a driver employed by the Kowloon Motor Bus Co., stated that at about 8.30 o'clock last night whilst he was driving bus No. 103 in Shanghai-street, a Chinese suddenly dashed across the